

Navy News

JANUARY 1980 10p

YOU'RE IN CHARGE, CHIEF!

Senior rates' duty boost

Experienced senior ratings can now act as officers of the day in frigates and larger vessels when their ships are alongside.

This move, enhancing senior ratings' responsibilities, is in line with the current aim of increased and more effective delegation wherever possible. It will also help relieve some of the pressure on officers.

For some time senior rates have, in some circumstances, been able to act as OOD in smaller ships.

In carrying out these duties, a senior rate becomes responsible for the safety and security of the ship and for the maintenance of discipline, although he does not have the OOD's powers of investigation and punishment.

Commanding officers are asked to ensure that only men whose experience, common sense and presence of mind makes them suitable for this duty are chosen.

Recall

In refitting frigates, with the ship's company living ashore, the commanding officer may now allow FCPOs or CPOs to join the OOD roster. They can then carry out the duties provided a duty commanding officer is within half an hour's recall of the ship.

In operational frigates and larger vessels at eight hours notice or more for sea, the commanding officer may allow FCPOs and experienced CPOs to act as OOD when supported by a duty commanding officer on board.

Advice

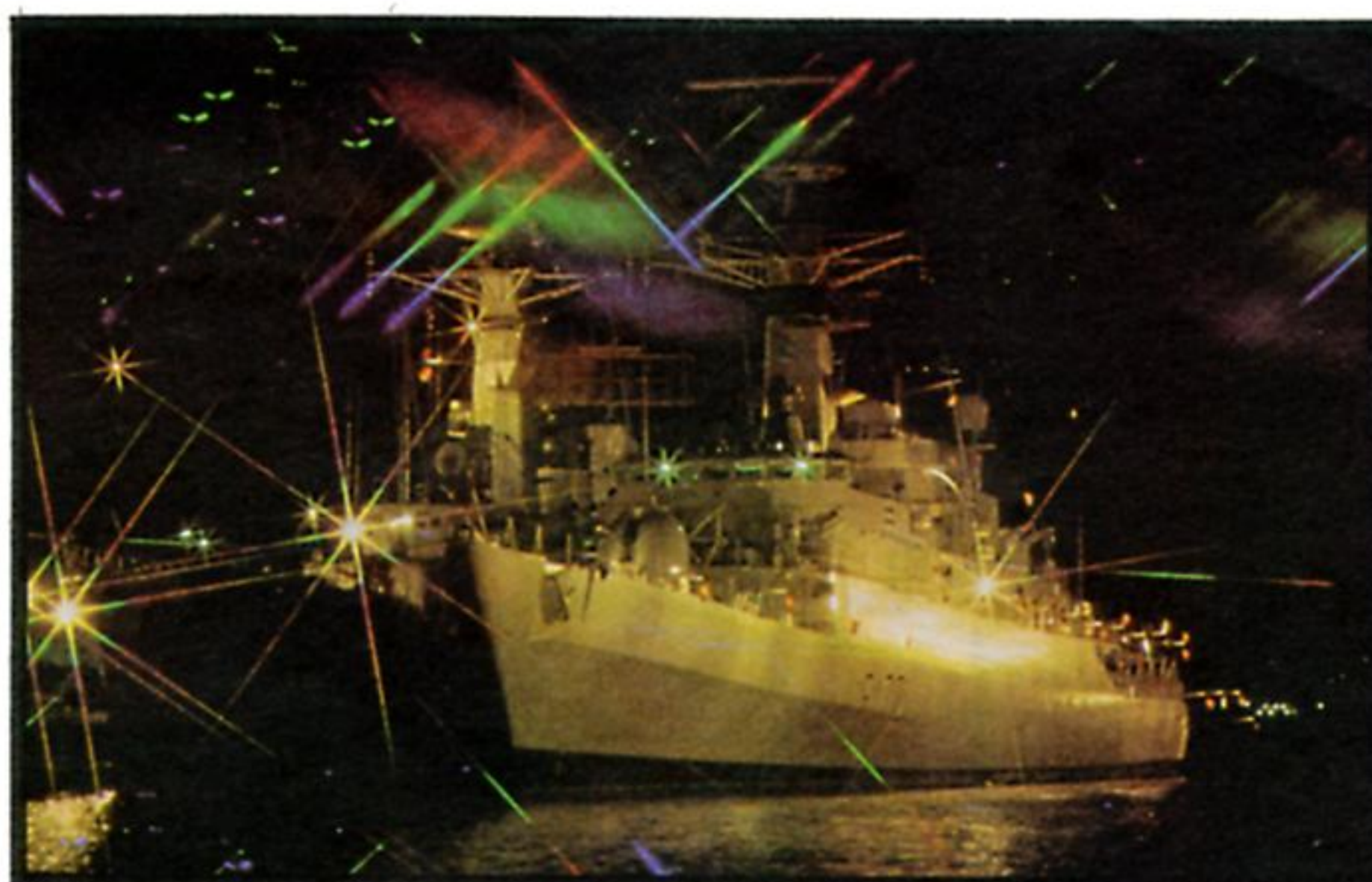
For some time senior rate OODs have been allowed, under certain conditions, for small ships with complements of fewer than 40 and in coastal survey vessels, when undergoing refits or maintenance periods.

Senior rate OODs are being instructed in matters outside their normal province. If in difficulty they can turn to the duty commanding officer or duty staff in the local parent establishment for help and advice.

STAR OF OSLO

The Type 21 frigate H.M.S. Ambuscade made a striking floodlit picture when alongside in Oslo with H.M.S. Hermione. Adding to the picture's effect were the pulsator and Star Eight filters.

Picture: R. G. Z. Zatloukai



Roll back the years...

Search those cupboards and attics, home movie buffs... your old film of the Royal Navy could play a dramatic role on the nation's television screens this year.

The B.B.C. is scouring the land for amateur film of the Navy from First World War to the present day to use in a documentary series called "Sea Power" planned for early autumn.

Presented by Admiral of the Fleet Lord Hill-Norton — former Chief of Defence Staff and Chairman of NATO's Military Committee — the series will be in seven episodes, each devoted to the evolution

of a type of warship, weapons system, or concept.

Episode subjects will be Battleship, Carrier, Gunboat, Commando, Cruiser, Submarine and Hunter-Killer.

BIG-GUN WARSHIPS

Battleship, for example, will tell the exciting story of the big-gun armoured warship from the Dreadnoughts 70 years ago to the giants like Germany's Bismarck and America's New Jersey, taking in Jutland, the Prince of Wales and Repulse, and Pearl Harbour.

Filming for modern sequences in the

series has already taken place on board H.M.S. Anglesey, has started in H.M.S. Alacrity, and is planned in H.M.S. Cardiff soon. Cameras will accompany the Royal Marines on Commando exercises in March.

Some use will be made of naval archives for film and stills — but amateur movie-makers could make an important contribution. The B.B.C. is hoping that film of the old Navy still exists in personal collections.

Anyone who can help is invited to contact Christine Whittaker of Film Research in Room H5 at the B.B.C., Lime Grove, London W12.

ALL AT EASE WITH DENISE



Members of the ship's company of H.M.S. Wasperton take a quick break from patrol duties round Hong Kong to pose with Page Three Girl of the Year Denise Perry. Pictured too is the ship's commanding officer and senior officer Hong Kong Squadron (Cdr. R. F. Shercliff).

The visit by Denise came at a busy time for the squadron's ships and men as they patrolled in search of illegal immigrants. See pages 19-22 for features on the work of the Royal Navy and Royal Marines in Hong Kong.

Picture: PO(Phot) Eric Rooke.

Skua hits home on the range

A Lynx helicopter has successfully fired a Sea Skua anti-ship missile at a target on the Aberporth range.

It was the first airborne launch of a fully-guided Sea Skua round and the latest of a series of trials which has included firings from a ground-based launcher as well as test drops of inert rounds from helicopters.

The helicopter-launched Sea Skua has been designed to be handled as a round of ammunition and requires no testing or maintenance while stored on board ship. On each sortie the Lynx can carry up to four missiles which can be fired in rapid succession.

Sea Skua is scheduled to enter service with the Royal Navy in the early 1980s and British Aerospace Dynamics Group say many other navies are showing interest.

Endurance helps out

A scientist whose arm was bitten by a seal while working on Bird Island in the Antarctic had the wounds treated by Surgeon-Lieut. Steven Townshend, of H.M.S. Endurance, who was flown to the remote island by helicopter.

NAVY NEWS WISHES YOU ALL A HAPPY NEW YEAR



*That's
cool
Jumbo!*

When Royal Navy ships in the Group Eight deployment visited Cochin, India, they faced a jumbo-size task (above). Sailors from H.M. ships Norfolk, Arrow and Dido had their pictures taken with an Indian temple elephant providing local atmosphere. Only drawback was that in a temperature approaching 100 degrees F in the shade, the elephant was overheating. Solution: the sailors played it cool by hosing Jumbo down before he was led away for a break in the shade.

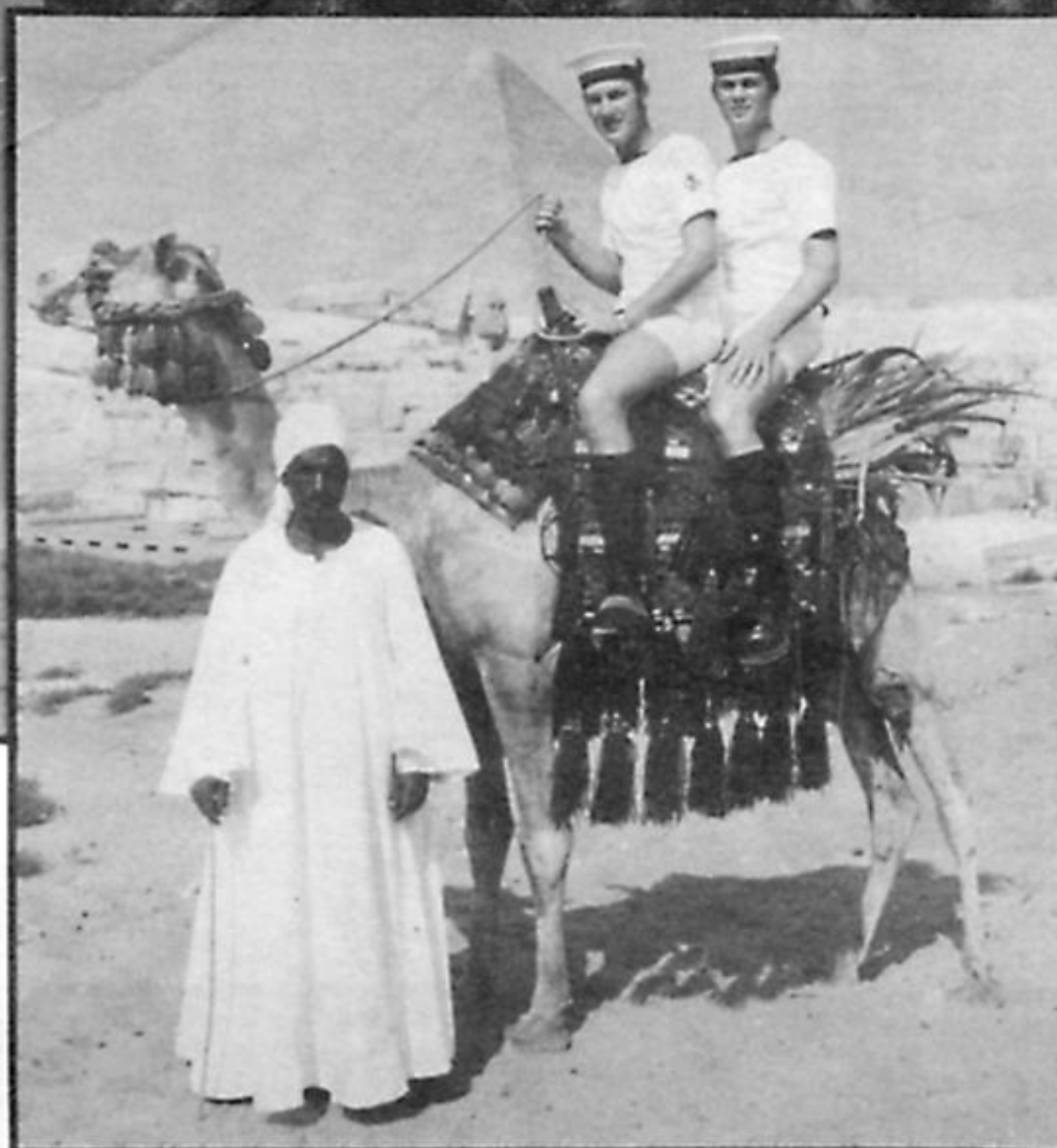
Picture: La(Phot) Radar Thompson

ANIMAL CRACKERS

Ship of the desert

Getting the hump in the desert are LMEM(L) Mark Libby (for'ard) and LMEM(L) Paul Appleford (aft). They tried their hands at camel riding at the Pyramids when H.M.S. Intrepid visited Alexandria. In November the assault ship completed a seven-week cruise of the Mediterranean with officers under training from the Britannia Royal Naval College, Dartmouth on board. Besides Egypt, visits were made to Gibraltar, Athens, Istanbul and Palermo.

Picture: La(Phot) Keith Sturge



Pirate Ambuscade

H.M.S. Ambuscade has been dabbling in an old Caribbean custom — piracy! But there was no question of her ship's company dancing at the ends of ropes when they returned for Christmas leave.

After all, the frigate hoisted one of the Jolly Roger flags seen in the West Indies when, as Belize guardship, she visited the Cayman Islands. The call coincided with the islands' Pirates Week, held annually to commemorate the landing of Blackbeard's lads and their capture of the Governor.

The Ambuscades went ashore in costume — the junior rates in pirate rig, the senior rates and officers in naval dress of the period. Furious battle ensued when the marauders hit the beach, and no quarter was given when the defenders boarded the pirate ships to make their hapless crews walk the plank.

Idyllic days

But the idea was to lose and allow Blackbeard and Co. to capture the Governor, Mr. Thomas Russell. When the defenders realised this they responded by throwing their officers into the briny, the

diversion allowing the pirates to snatch Mr. Russell and whisk him away in a "galleon." The festival was followed by an idyllic few days during which the ship's company were well looked after by the locals.

The Ambuscade had started the deployment in the autumn, making first landfall in the Azores for refuelling, before sailing on to Bermuda for a four-day visit.

After Pirates Week the frigate sailed to Belize itself, sampling the warm hospitality of the R.A.F. and the Irish Rangers. Three days there were followed by a four-day visit to La Guaira, Venezuela, where the ship's company were entertained generously by the British community.

Navy of the Rhine

Sailors from H.M.S. Sheffield took on an unaccustomed role when they helped the Army to fire its newest field piece.

Taking advantage of the fact that the Type 42 destroyer is in refit, men of The Chestnut Troop, 1st Regiment Royal Horse Artillery, invited an officer, a CPO and six ratings to attend the debut of the FH 70 gun on Munsterlager South Ranges, Germany.

CLOSE LINKS

The Sheffield men did more than watch — they lent a hand as the regiment fired the Anglo - German - Italian gun for the first time as a formed unit.

The regiment recruits from South Yorkshire and has close links with the city of Sheffield and the ship. As well as taking part in the firing the naval party were integrated with The Chestnut Troop for exercises and "dry training."

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

SA J. Moores, 3D1 Mess, H.M.S. Blake, drafted H.M.S. Hermes April, for six months, refitting Portsmouth. Will swap for any sea-going ship preferably deploying.

STD M. J. Price, 135 Mess, Anson Block, H.M.S. Pembroke, drafted H.M.S. Brionington, March, Portsmouth. Will swap for any frigate or other ship deploying.

RO1 (G) J. A. Plackett, H.M.S. Bickington, Rosyth. Will swap for H.M.S. Invincible or Rosyth shore base, must be C15 trained.

MEM (L1) R. Swan, H.M.S. Neptune, Faslane. Will swap for any Devonport shore base or ship in refit.

AB(M) P. Dickson, 3E2 Mess, H.M.S. Minerva, Plymouth. Will swap for any Portsmouth ship or shore base.

AB(R) A. J. De Lary, RSU Chatham, H.M.S. Pembroke, drafted H.M.S. Amazon, April. Will swap for any Chatham or Portsmouth ship or shore base.

LRO(G) A. Clarke, 'A' Watch, Commcen, Fort Southwick, drafted Diego Garcia, June. Will swap for any shore base or ship in home waters or long refit.

POMEM (M) K. Knight (BWC) 4 Mess, H.M.S. Norfolk, Portsmouth. Will swap for any Devonport Leander or Rosyth.

AB(R) Danelli, Chatham RSU. Will swap for any Portsmouth shore base or ship in refit.

AB(R) G. L. Fowler, 11 Mess, H.M.S. Norfolk, home waters and with STANAV-FORLANT later in the year. Will swap for any ship deploying U.S. or Far East.

LCK B. Davies, H.M.S. Lewiston, Rosyth, refitting until March then day running. Will swap for any Plymouth shore base or ship, not deploying.

RO1(G) P. Thomas, Rodney 2 Mess, H.M.S. Mercury, drafted H.M.S. Invincible, April. P.T. course Mercury March 10 to 21. Will swap for any frigate, any base port.

RO1 (G) Atterbury, 2 Mess, H.M.S. Hecla. Will swap for any Portsmouth ship.

MEM(P) M. P. Hughes, 1 CPO's Mess H.M.S. Norfolk, drafted H.M.S. Caledonia (HTS) February. Will swap for any London area, Portsmouth or Chatham shore base.

MEMN1 AJ Cooper, CPO's Mess, H.M.S. Cochran, Rosyth. Will swap Rosyth FMG Mobile for Chatham FMG but anything, anywhere considered.

AB(S) Anderson, drafted H.M.S. Vernon, Jan. Will swap for any ship deploying U.S.A. or Far East.

AB(M) J. Brennan, H.M.S. Londonderry, Portsmouth, for two years. Will swap for any Rosyth ship. Replies: Gunners Mess, H.M.S. Londonderry.

LMEM (L) L. McBride, H.M.S. Antrim, deploying Far East via Suez. Will swap for any Portsmouth shore base (FMG) or Portsmouth ship in refit: Replies 28 Pipit Close, Harroway, Gosport, Telephone 23166.

ALWTR D. Jeffries, H.M.S. Diomedes, drafted H.M.S. Centurion, Feb. Will swap for shore draft, Northwood, London, or Chatham.

WEM(R)1 J. Sharpe, Pitreavie Commcen, H.M.S. Cochran, Rosyth, drafted H.M.S. Dido, Feb. Will swap for any Rosyth ship.

LSTD S. Oral, 3L2 Mess, H.M.S. Blake, drafted H.M.S. London, Feb. Will swap for any Portsmouth ship refitting or with small deployments.

SEA(S) Shepherd, 3MS Mess, H.M.S. Naiad, due Far East deployment May. Will swap for any Portsmouth ship due refit or not deploying.

AB(M) A. R. Turner, H.M.S. Rame Head, Whale Island, Portsmouth, drafted H.M.S. Rothesay, Jan. Chatham refit until June, then Rosyth. Will swap for any Portsmouth ship.

LMEM (M) K. M. Stentford, 37 York Road, Torpoint, Cornwall, drafted H.M.S. Glamorgan, refitting Portsmouth. Will swap for any refit ship Devonport.

STD J. W. Green, Junior Rates Mess, H.M.S. Fawn, due U.K. survey this year. Will swap for any ship, preferably Devonport, due deployment West Indies or Far East.

AB(EW) G. Drewery, H.M.S. Sheffield, refitting Portsmouth until late 1980. Will swap for any Plymouth ship sea-going or refit.

WEA2 (O) D. A. Strickland, 106A Harrow View, Harrow, Middx, drafted Rosyth FMG Static, Feb. Will swap for any ship or shore base Portsmouth or Chatham.

ALS (R) G. M. Chatwood, 3E2 Mess, H.M.S. Dido. Will swap for any ADAWS Group 9 ship.

MEMN 1 (M) P. C. Wilcox U.W.C., 01J Mess H.M.S. Intrepid, drafted H.M.S. Neptune May, 12 months unaccompanied refit group. Will swap for any Portsmouth shore base.

LRO(G) K. L. Smith, H.M.S. Crichton, drafted Commcen Whitehall over six months. Will swap for any Rosyth ship or shore base in Scotland.

LRO(T) P. J. Morris, drafted H.M.S. Minerva, Devonport, April. Will swap for any Portsmouth ship. Contact MSO H.M.S. Excellent.

ALWEM (O) Woolham, Reserve Ships Unit, H.M.S. Pembroke. Will swap for any Portsmouth shore base or sea going ship must have WEM(O) billet.

LMEM G. M. Cordiner, 2N Mess, H.M.S. Nubian, drafted H.M.S. Daedalus AE School April, six months and over. Will swap for any Scottish shore base or ship in refit.

POCK Mackay, 66 Langdale Close, Rainham, Kent (telephone Medway 360801), drafted H.M.S. Benwick, Plymouth, May. Will swap for any Portsmouth or Chatham ship.

LS(R) Sharpe, H.M.S. Euryalus, refitting Plymouth until July. Will swap for any ADAWS 5 ship going foreign.

ALSTD F. P. Davey, Wardroom, H.M.S. Nelson, drafted H.M.S. Invincible March, will join in Barrow-in-Furness. Will swap for any Scottish shore base or ship in refit.

LRO(T) E. P. Nuzum, Joint Commcen Gibraltar, BFPO 163, London, drafted Commcen Whitehall, March. Will swap for Faslane Commcen, FOSNI or any Scottish shore draft.

WEM(O)1 Webster, 3G Mess, H.M.S. Falmouth, due Chatham refit mid-1980. Will swap for any ship deploying Far East.

LRO(G) McNally, H.M.S. Mercury, drafted H.M.S. Bulwark, May. Will swap for any frigate, preferably Leander.

LCK Brailford, Capt. of the Port's House, Chatham Dockyard, drafted H.M.S. Speedy, Will swap for any Chatham ship or Portsmouth ship in refit.

AB(R) D. Thomson, H.M.S. Antelope, due to join H.M.S. Eskimo, R.S.U. Chatham, mid-Feb. Will swap for any draft Plymouth area.

LRO(G) Miller, c/o Mail Office, H.M.S. Mercury, drafted COMNAV SOUTH (Naples) LFS early May (married accompanied optional). Will swap for any Plymouth shore base Commcen, or ship in refit. Replies before mid-Feb.

LS(R) Mifsud, 3M Mess, H.M.S. Brighton. Will swap for any shore base or ship in refit.

ALMEM K. Hall, FMB Devonport (POS-

TIE), drafted H.M.S. Bulwark, June, deploying U.S.A. Med. Will swap for any non Portsmouth ship or shore base.

LCK C. E. Shaw, 16 Victoria Street, Gosport, drafted H.M.S. Stubbington, Rosyth, May. Will swap for Portsmouth shore base or ship.

AB(R) P. F. O'Neill, 201 Nicholas Avenue, Rowner, Gosport, Hants., drafted H.M.S. Dryad for about six months or more. Will swap for any Portsmouth ship, deploying.

MEM(L) J. Kissick, 3F2 Mess, H.M.S. Blake, drafted H.M.S. Dryad (SMOPS), Feb. Will swap for any sea-going ship anywhere.

STD B. Calver, FOF3 Fort Southwick, drafted H.M.S. Apollo. Will swap for any Portsmouth GMD or frigate.

LRO (G) A. G. W. Mayah, 3E1 Mess, H.M.S. Blake, drafted H.M.S. Galatea, due full deployment May. Will swap for any Portsmouth frigate or above, not deploying.

Food-lift to Onyx

Some spot-on flying was called for when H.M.S. Onyx ran low on food during her deployment in the Mediterranean.

R.F.A. Resource's helicopter flew two sorties in windy conditions to winch down 76 bags of food into the submarine's conning tower — and win high praise from the grateful submariners.

H.M.S. Onyx has been involved in exercises in the Mediterranean with H.M.S. Bulwark.



CAP-TIVATED!

PO "Wiggy" Wiggins of H.M.S. Naiad practices his bedside manner during a visit to the children's ward of Kingston-upon-Thames Hospital. The Naiad's commanding officer, Cdr. Peter Cowling, and 11 members of the ship's company called in on the children when they visited their affiliated town. They presented a cheque for £200 to the hospital to buy Christmas presents for the children, the money having been raised by activities on board.

Picture: LWren(Phot) Lynn Herbert



Lionel flies to new heights

It was certainly no sweat for Lionel, the popular Royal Navy cartoon character, who has scooped another top international film award.

The ill-fated star of the Service's flight safety films, Lionel the bone-domed pilot-bird, appealed to film judges in New York against furious international competition.

The film in which he stars was entered by the makers — the Directorate of Naval Education and Training Support and the Directorate General of Naval Manpower and Training — at New York's International Film and TV Festival.

Paris honour

"Things That Fall Off," the Royal Navy's New York entry, won a Silver Award in the Insurance and Safety Category — the third successive year the Service's films have been honoured at this festival.

And in Paris, at the 9th International Military Film Festival, Royal Navy films played a significant part in gaining the Silver Iris for Britain's contribution which consisted

NO SWEAT, BABY



... that is the title of this study by PO(Phot) Bill Felters of lovely Lynne Giltsham. Bill entered the picture for the Peregrine Trophy — the Navy's photographic prize — and whatever it did for the judges, it certainly caught our eyes at Navy News.

Push-over for Elaine

It was no sweat, either, for 22-year-old Penthouse Pet Elaine Alexander when she helped senior ratings from the Fleet submarine H.M.S. Warspite to topple a 3ft.-high pile of pennies in the Red Lion at Sittingbourne.

Weighing more than four hundredweights, the pennies amounted to £450 for local schools for handicapped children. The landlord of the pub, former-Navy man Roy Reed, has over the years helped to raise about £4,000 for charity.

Also in on the push-over is PO "Buster" Mottram of the Warspite, which is in refit at Chatham.

of "The Sea Can Kill," two of the "Think When You Drink" filmlets, an Army film "Fit to Fight" and an R.A.F. film "Dilemma."

The Silver Iris was presented by M Yvon Bourges, the French defence minister.

"Things That Fall Off" makes use of Lionel to

convey the dangers which are caused by imperfectly secured panels, missing screws and loose caps among other things, and cause serious accidents. The unfortunate Lionel injects humour into a very serious message, thus making the film all the more effective.

Of the eight films on flight safety so far distributed, no fewer than half have produced top awards in the past three years. The film-makers obviously intend to win further recognition for their vital message as they currently have 39 further films under production.



Dockyard heave

At the end of a four-year refit at Rosyth in preparation for her trials role, H.M.S. Londonderry engaged in what is succinctly described as a bollard pull.

To test the shaft horsepower developed by her main engines, the ship was attached to a bollard with what, in effect, was a massive spring balance shackled between a long towing hawser and the bollard. In this way the pull exerted could be measured.

Pointing all this out, someone in the Londonderry suggested that perhaps she was trying to tow Rosyth to the ship's base port of Portsmouth to justify our mistaken mention that the refit itself took place at Pompey. Our apologies for denying Rosyth the credit for that one.

FILMS FOR THE FLEET

Revamping the vamp

Well worn paths are retraced in two productions released this month by the Royal Naval Film Corporation.

In the deadly footsteps of Bela Lugosi and Christopher Lee treads Frank Langella as the immortal "Dracula" brought to life again for a faithful re-telling of Bram Stoker's Gothic horror story.

Adding the trimmings to the garlic-flavoured stake is the count's bane Dr. Van Helsing, played by that red-blooded Englishman Sir Laurence Olivier.

Meanwhile, in another part of Central Europe, Peter Sellers is on a secret mission to bring chaos to a hitherto unassailed tale of love and adventure. The Clouseau touch comes to "The Prisoner of Zenda," with

Sellers as a London cabby in 1896 who is persuaded to travel to Ruritania where the king, his double, is in danger. In the tradition of Ronald Colman and Stewart Granger before him, Sellers plays the king, too — but with much less deference.

The full list of films is:
Dominique (AA) — Cliff Robertson, Jean Simmons, Jenny Agutter. Belying its title, and to some extent its cast, this is not about a convent, but a horror mystery about a married couple living in a large mansion in the country. Barber Dann. No. 681.

The Prisoner of Zenda (A) — Peter Sellers, Lynne Frederick. CIC. No. 682.
The Brink's Job (A) — Peter Falk, Peter

Boyle. Another heist story in which the FBI are called in to solve a daring robbery from the famous Brink's Street vault. Columbia-EMI-Warner. No. 683.

The Humanoid (A) — Richard Kiel, Corrie Clery. Sci-fi apocalypse tale in which an army of warriors on a remote planet prepare for an assault on Metropolis, once known as Earth. Columbia-EMI-Warner. No. 684.

Voices (AA) — Michael Ontkean, Amy Irving. Robert Markowitz direction of a story about a young man who finds his life changed by his attraction to a deaf girl. MGM. No. 685.

Dracula (X) — Frank Langella, Laurence Olivier. CIC. No. 686.

'Nelson's Touch' launched

Sailors from H.M. ships Victory and Antrim were among the invited audience for the London premiere of the film "Nelson's Touch."

The 25-minute "short," made for the Navy by Emitel, was filmed on board the Antrim, the Victory and H.M.S. Glasgow, which was too busy on work-up to be represented.

Also in the audience were the Navy Minister, Mr. Keith Speed; the Vice-Chief of the Naval Staff, Admiral Sir Anthony Morton; and former Commander-in-Chief Naval Home Command, Admiral Sir Derek Empson.

DRAFTY'S CORNER

Getting the promotion low-down



A Happy New Year to you all from Drafty. This month's article aims to answer a number of the questions received by the Advancement and Promotions Offices during the past year.

Drafty is always pleased to answer any questions you may have through Navy News, particularly if they are of general interest to ratings of your branch or rate.

Q. I am an LS who has just passed the provisional examination for petty officer. My NAMET to leading rate was waived; does this waiver apply to advancement to petty officer as well?

A. No. NAMET is normally only waived to leading rate; however, if circumstances are considered to justify it, commanding officers may apply to the Ministry of Defence for a further waiver to petty officer, provided that you have made two further attempts at NAMET.

Overlooked?

Q. I am a LCK and I am worried that my advancement to petty officer has been overlooked. Can I query this with the advancement authority?

A. Yes. Your divisional officer can forward your request for information if it can be ascertained that you are fully qualified and recommended and that there are reasonable grounds for supposing that your advancement may have been overlooked.

Q. I am a naval airman on the roster for leading airman and have been informed that the roster is intermediate. What does this mean?

A. An intermediate roster indicates that you will be advanced before you are eligible to receive merit points (i.e. after two years from passing for leading rate) or before the roster can be adjusted to take account of them. You will therefore be advanced in order of basic date of passing. It means therefore that an intermediate roster is slower than DRY but quicker than NORMAL.

Q. I am an AB and have just been informed that I was advanced to LS on an incorrect date. Will



'He does not shine in his currant rate . . .!'

the extra pay I received for this period be taken from me?

A. No. The increases of pay for your erroneous advancement will not be recovered, provided you undertook the responsibilities and duties of the higher rate.

Lack of seetime

Q. I am an MEM(L)2 overdue advancement to MEM(L)1 through lack of seetime. Will my advancement be delayed until I have completed this requirement?

A. No. Where your advancement has been delayed for Service reasons, you may be advanced to the acting higher rate from the date you became due by time, less any accelerated advancement you have gained. You will be confirmed in the higher rate when fully qualified.

Q. I am a POMEM(M) due to leave the Service on notice in June 1980. I have been assessed as SUPR as a petty officer for the past two years and was given NOW recommends on my 1978 and 1979 annual reports. I was not selected for CMEM by the 1979 Selection Board but could

I be assured that I was at least considered by the board?

A. The CPO promotion year begins on January 1 each year. Any rating who has not completed 22 years' reckonable service by January 1 of the year following the Selection Board, and who is otherwise eligible for selection, is considered by the board. In your case, it is confirmed that you were considered, because your terminal date was after 31 December 1979. You may be interested to know that four petty officers on notice were selected for promotion at the last CMEM(M) Selection Board.

Q. I have been a petty officer for five years. My LS3 engagement expires in February 1981, but I have recently re-engaged for a fifth five. Does this mean that I cannot be considered for promotion to CPO at the 1980 Board?

A. This does not debar you from consideration by the 1980 Selection Board. However, if you are not selected then, you will not be eligible for consideration at subsequent boards as you will have begun your fifth five engagement.

Q. In 1978 I represented my concern in writing to my divisional officer regarding my non-

More howlers extracted from the comments made in filling forms S264C, the annual reports on R.N. and W.R.N.S. ratings received by Drafty. Visual interpretations by Smiles . . .



'... one of the fiend gun crew . . .!'

selection for CPO. My name did not appear on the 1979 promotions signal either. Did the fact that I stated a complaint affect my promotion chances?

A. No. Correspondence or notation of this nature are not inserted in your promotion dossier and are not taken into account by the Selection Board.

MAA delay?

Q. I am an RPO and was selected for promotion to MAA at the 1979 Board. Does the fact that some of my colleagues, who were not selected, hold the Local Acting MAA rate delay the date of my promotion in 1980?

A. No. For the purpose of vacancies, they are regarded as being in their substantive rate of RPO.

Q. When I left my last ship my divisional officer was sick and did not tell me whether he had recommended me for promotion. How can I find out?

A. You can either write to the divisional officer concerned or contact the Promotions Office, H.M.S. Centurion.

Bossington is back

The minehunter H.M.S. Bossington recommissioned at H.M.S. Vernon, Portsmouth, on December 1. She is a member of the Second Mine Countermeasures Squadron and is commanded by Lieut.-Cdr. John Game.

Guest of honour at the recommissioning ceremony was Capt. Raymond Fox, Captain Mine Countermeasures, Rosyth, Scotland.

PARTING TIME FOR BULWARK'S BARBER

Ship's barber Mr. Bill Clack, probably the oldest man at sea with the Royal Navy, disembarked from H.M.S. Bulwark in Ports-

mouth last month to begin his retirement.

Mr. Clack, aged 77, hung up his scissors after 60 years in the hairdressing trade. He has sailed

in many R.N. ships and has cut the hair of the famous, including Cdr. The Prince of Wales when he was serving in H.M.S. Norfolk.

Soon after the carrier's arrival in Portsmouth from her Mediterranean deployment, 80 members of the Bulwark Association and their relatives held a reunion on board.

The Association was formed recently and anyone wishing to join should contact the secretary, Mr. Ned Parkinson, 15, Ridgeway Close, Paulsgrove, Portsmouth, Hants.

On December 11 a team from the ship visited Corben Lodge for the handicapped children to help with the Christmas dinner and provide entertainment. A cheque for £320 for the Lodge's bus fund was handed over by the ship's executive officer, Cdr. Mike Howitt.

The money was the proceeds of events organized by the ship's company during the past eight months.



Mr. Bill Clack, at 77 H.M.S. Bulwark's oldest inhabitant, hands over his barber's job to POMEM Ray Ankin, who will act as ship's barber until a regular can be appointed. Working up a lather in the hot seat is the appropriately-named LA Mike Beard.

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H.M.S. Spartan, latest of the nuclear-powered Swiftsure-class submarines.



FACTS AND FIGURES

Length: 275ft. Beam: 33.2ft. Displacement: 3,500-4,500 tons. Weapons: five 21-inch torpedo tubes. Propulsion: Pressurised, water-cooled nuclear reactor fuelling English Electric, geared steam turbines, single shaft. Speed: 30 knots dived. Complement: 12 officers, 98 ratings.



New Spartan spirit abroad

CASUALTY OF ANZIO BOMB

Survivors of the World War II H.M.S. Spartan, sunk by a glider bomb off Anzio on January 29, 1944, had a place of honour at her successor's commissioning.

The Dido-class cruiser was completed for service in August 1943 and commissioned with a Devonport crew originally intended for service with the Eastern Fleet.

But after a couple of months with the Home Fleet she was despatched to the Mediterranean. There, while carrying out anti-aircraft protection off Anzio, she was hit by a radio-controlled bomb and sank, taking five officers and 41 ratings with her.

HEROIC FIGHT

The Spartan's history goes back to 1806, when the first was built at Rochester. A fifth rate, 38-gun frigate, she was triumphant in an heroic fight against four Neapolitan craft in the Bay of Naples on May 2, 1810.

Later Spartans were a sixth-rate frigate launched in 1841 which saw much of her 20 years' service in the Far East; a screw sloop (1868) which operated against the African slave trade; and a second-class cruiser (1891) which became tender to the Defence Torpedo School at Devonport after service in the Mediterranean and on the China Station.

Battle honours are Burma 1852-53; China 1856-57; Atlantic 1943; and the Mediterranean and Anzio 1944.



H.M.S. Spartan pictured soon after completion in 1943.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (£1 per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.60. Albums to hold 64 Navy News postcards are £2.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Aurora, Avenger, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword (Destroyer), Broadsword (Type 22 frigate), Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomed, Dreadnought, Duchess, Dundas, Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus,

Commissioned little more than three months ago, H.M.S. Spartan has already ventured out of British waters. In November the Royal Navy's latest nuclear-powered Fleet submarine spent five days in Gibraltar before returning last month to her home port of Devonport for continued trials and work-up.

The "Spartan spirit" is already strong, helped along by sports, social functions and charity walks during the 18 months that the boat remained the property of her makers — Vickers Ship-

building Group at Barrow-in-Furness.

Cricket and soccer teams played in local matches and many members of the crew took part in the annual Keswick-Barrow charity walk.

H.M.S. Spartan is the 292nd submarine to be built at Barrow for the Royal Navy — and the first after nationalization of the shipbuilding industry in 1977.

Fleet submarines, of which she is the fifth in the Swiftsure class, are the capital ships of today, the main striking power of the Fleet and in themselves the most effective single anti-submarine weapon available.

The Spartan operates a vast range of sensors and weapons for her main role as a destroyer of enemy submarines, her payload including Tigerfish homing

torpedoes and salvo (unguided) torpedoes. Eventually she will be equipped with Sub-harpoon, an underwater-launched, anti-ship missile.

H.M.S. Spartan's commanding officer is Cdr. Nigel Goodwin, son of Lieut.-General Sir Richard Goodwin, formerly Military Secretary and now Deputy Lord Lieutenant of Suffolk.

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Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecia, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hubberton, Hydra, Intrepid (pre-mod), Intrepid (1979), Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Marxman, Matapan, Maxton, Mermaid, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Otween, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoultan, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Spartan, Striker, Stromness, Stubbington, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

LETTERS TO THE EDITOR

Naval award found

After naval service in the last war I returned to my job with a major retail organization at Rhyll. One evening after store closing I found a naval award on the sales floor. It is beautifully shaped and engraved and on each side is an oar with the blades upward.

On the front is engraved "H.M.S. Prince of Wales, Illustrious Cup, 1903-1904 1905." On the back is "Presented to J. Masterson."

I would like to be able to return this heirloom to the Masterson family. — R. Bentley, Ex-Lieut. R.N.V.R. Five Grove Hill, Topsham, Exeter.

Rules of

Yuca

My last commission, during my 13 years as a Bootneck, was H.M.S. Liverpool, 1st Cruiser Squadron, Mediterranean Fleet. During that time we had a playing card game called Yuca. The two of spades was noted as the Benny, the Jack of Diamonds was the Right Benny and the Jack of Clubs was the Left Benny.

I would like to introduce the game to some of my mates but it has slipped my memory. If any readers could help me recall the layout of Yuca, I would be much obliged. — Alex McLean, 15(5A), Mountgarrie Road, Glasgow, G51 4NQ.

The forgotten ship Acasta

This year, on June 8, falls the 40th anniversary of a naval action unsurpassed in heroism. It was fought by the old destroyers Acasta and Ardent in an attempt to cover the withdrawal of the carrier Glorious after encountering the German battle cruisers Scharnhorst and Gneisenau off the Norwegian coast.

Just how forlorn a hope this was can be judged from a comparison of gun armaments, the German ships having more than 30 times the destroyer broadside weight.

Moreover, the battle cruisers had thick armour belts, impenetrable by destroyer gunfire, and the Acasta and Ardent

had no protection other than speed, manoeuvrability and concealment by smoke from visual, but not radar, detection. The destroyers' only chance was an outside one with torpedoes.

After the Ardent, having fired all her torpedoes, was overwhelmed by gunfire and sunk and the Glorious capsized and sank, the Acasta steered again at the enemy, guns blazing, and fired a salvo of torpedoes, one of which hit the Scharnhorst abreast the after-turret and damaged her severely. She also hit one of the German ship's turrets with 4.7 inch shell and jammed it. Then the Acasta, too, was overwhelmed.

Torpedo hit

There was only one survivor from the Acasta, Leading Seaman Carter, still living at Portsmouth; two from the Ardent; and 45 from the Glorious. In "The War at Sea"

Captain Roskill remarks "The fight put up by the Acasta and Ardent will always stand as a splendid chapter in the long naval tradition of sacrifice and gallantry."

Although they failed to save the Glorious, their sacrifice was not in vain, since the German ships were obliged to break off and retreat into Trondheim, the Scharnhorst remaining out of action for many vital months.

A Type 21 frigate proudly and justly bears the name Ardent, but there is no new Acasta, though of her class she best deserves to be remembered. Nor did her commanding officer or any of his officers and men receive any recognition.

Only by the foe was honour paid to the Acasta, for a plaque was mounted in the Scharnhorst above the point where the torpedo hit reading simply "Acasta. 8th June, 1940."

May we hope that there will be an announcement of a new Acasta for the Royal Navy — F. P. U. Croker, Lieut.-Cdr. (retd.), Southsea, Hants.

'V.C. class'

Concerning the correspondence for names for classes of ships, I suggest there should be a Victoria Cross class named after those who earned this highest award for gallantry. It should cover all ranks, alive or deceased, in each World War at sea.

Subject to the approval of those alive, and the next-of-kin of the deceased, the names should be placed in a ballot box and the ships so named would then be made in the order in which the names were pulled out of the box.

In this way there could be no argument either within the committee responsible or among the names chosen at random — Peter Spencer, Cdr. (retd.), Poundsgate, Devon.

Honour sought for sea port

During a recent talk with ex-Navy pals, the point was raised why no ship in the Royal Navy has, as far as we know, ever been named after the city of Kingston-upon-Hull. Considering the thousands of men who must have been provided from there for all sorts of ships — especially minesweepers during the last war — we wonder if this great sea port could be

honoured. Even a frigate will do! — J. A. Stevenson, Hull.

● The reference book show that a number of vessels have been named Kingston (but presumably not referring to Hull). — Editor.

Ditty box

souvenir

Reading about the Dittybox magazine, I wondered if any pensioners have still got their old ditty boxes issued to them on joining the R.N. I still have the one given to me in H.M.S. Impregnable on joining in 1910.

I use it for correspondence as I write to several old shipmates and still find it very handy after 69 years. I am now 85 and would be glad to hear from any old shipmates, especially ex-Barham communicators 1923-27. — H. S. Fullbrook, Ex-CYS, 588 Oxford Road, Reading.

Museum for

models

The National Model Museum Trust has recently been set up to provide a museum devoted solely to models and modelling.

Orphan of the storm

I am trying to trace the naval career of Stoker Flood and hope that this photograph will arouse memories.

He was a Chinese boy of about eight and an "orphan of the storm," having been rescued by the river gunboat H.M.S. Bee during the disastrous flooding of Hankow in the summer of 1931.

The ship's company adopted him, giving him the name Stoker Flood. Apparently he remained on board for several years, assisting mainly in the engine room.

I am hoping to gather enough information to build a chapter around him in a book dealing with life on the China Station and would be pleased to hear

The museum will display models ranging from children's toys to the professional demonstration model, depicting their development throughout history. Facilities will include a workshop, library, boating lakes and railway layouts of all gauges.

As the ship modelling member of the Trustee committee, I would be pleased to hear from anyone who may be interested in loaning a model or who would like further information on the project. — Sub-Lieut. M. R. Northcott, H.M.S. Kent.

High day for

Michael

My 15-year-old son Michael, who has suffered from kidney and heart problems for many years, visited H.M.S. Daedalus for a day. Next best thing to fulfilling his ambition to join the Navy was that day out, which seems to have given him much-needed courage.

My wife and I would like to express our gratitude to all who gave so generously of themselves to make one young man happy. — John Parfoot, Gosport and Fareham Kidney Research Fund, Gosport.



from anyone who remembers him or has any other suitable reminiscences. — T. P. Cox, 92, Sheridan Terrace, Hove, Sussex.

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£1 1/2 m. body scan appeal

I write, not in my role as Area naval chiropodist seeking bigger and better steaming boots, but as Portsmouth Area officer of the Body Scan Appeal.

The appeal is a registered charity started by a cancer victim of 43 who was shocked to find that, among his fellow sufferers, were a child of one and another of six.

It is being run entirely by volunteers who hope, with a lot of help, to raise £1 1/2 million to buy

a body scanner for the Wessex area. The obvious advantages include early diagnosis of disease.

Readers might like to become involved in fund-raising activities or in the collection (and forwarding to me) of picture postcards, used or unused stamps, aluminium saucepans (without handles and knocked flat to aid stowage), and ring pulls from drinks cans.

Please contact me at home on Gosport 85916. I am usually there between 5 and 7 p.m. — J. M. Storey (Mrs), 5 Monckton Road, Gosport.

Post to: Letters to the Editor, Navy News

JACK

by TUGG



JUTLAND SHIP CAROLINE HOLDS THE AGE RECORD

Referring to the exchange of signals between H.M.Y. Britannia and H.M.S. Reclaim (December issue), could I, on the subject of longevity and without any disrespect, say that there are two elderly ladies who would, I know, like me to draw attention to the fact that they are still proud to fly the White Ensign afloat.

They are:

H.M.S. Caroline, a C-class cruiser which fought at the Battle of Jutland and is now headquarters ship of Ulster Division of the R.N.R. in Belfast. Sadly she is no longer mobile.

H.M.S. Forth, a submarine depot ship laid down at John Brown's Yard at Clydebank in 1938, modified 1962-66 for nuclear submarines and now in Devonport. She was renamed in 1972 as H.M.S. Defiance. — E. S. W. Maclure, Lieut.-Cdr. (ret.), Southsea. (Former Flo-tilla Torpedo Officer, H.M.S. Forth).

LREM D. J. Hand, of H.M.S. Ashanti, also wrote mentioning H.M.S. Caroline.

● It is the phrase "oldest lady afloat under the White Ensign" in the signal from H.M.Y. Britannia which has provoked these interesting claims (no reference to operational). Our checks show that the correspondent is correct about the Caroline, but that the Defiance is now decommissioned and in the Hamoaze at Plymouth. Meanwhile, the Triumph — based at Chatham and a member of the Standby Squadron — still wears the White Ensign. And what about the Belfast, the President, and the Chrysanthemum in the Thames? — Editor.

With reference to your article mentioning that H.M.S. Reclaim had taken part in both the 1953 Coronation Fleet Review and the Silver Jubilee Review in 1977, you may be interested to know that our flagship, T.V.H. Patricia, built in 1938, took part in the 1953 Review, the 20th anniversary review of the NATO Fleets at Spithead in 1969, and the Silver Jubilee Review. — P. W. Ridgway, Trinity House Light-house Service, London.

Triumph

I believe that my last ship, H.M.S. Triumph, is still in service. We commissioned her in 1946. I cannot believe that she has been spirited away to the breakers' yard without my knowledge and I'd like to be there when she finally goes. — John Chapman, Ex-POAM(L), East Barnet, Herts.

More room in the old days

Higher claim for the X-craft

With reference to the item about H.M.S. Kingfisher entitled "High time for a Bird" (December), I think you will find the record for being "highest" warships in the Royal Navy is held by H.M. ships Sprat, Minnow, Stickleback and Shrimp.

These were, I believe, X-craft midget submarines. They were refitted in H.M. dockyard Portsmouth during 1945-50 and were transported by rail over the Highland line between Perth and Inverness to Loch Ewe.

They passed the summit on this line at 1,468ft. above sea level, so I think they can safely assume to have an all-time record here. — T. E. Warden, Bridgwater, Somerset.

ASSISTANCE TO AUTHORS

Mr. Martin H. Brice, of 11 Cherryway, Alton, Hants., is writing a history of German and Italian blockade runners in the Second World War and would like to hear from anyone involved in operations concerned with these ships, their passage or interception.

Sub-Lieut. Leslie Williamson, R.N.R., of 4 Flexbury Gardens, South West Denton, Newcastle-upon-Tyne, who is involved with research into the history of Tyne Division R.N.R., is particularly interested to contact survivors of the two R.N. divisions sent to defend the port of Antwerp in October 1914, especially anyone imprisoned or interned following the port's surrender.

Mr. David Albury, of 36 Caledonian Crescent, Edinburgh EH 11, is planning to compile a book on the wit of the Navy and would like any items of humorous, witty interest for consideration, either true stories or apocryphal ones.

Ex-Signalsman John Douglas, of 2306 Coventry Road, Sheldon, Birmingham B26, is writing "Run Ashore" as a sequel to his book "H.M.S. Ganges (Roll on my Dozen)". He would like to hear from ex-shipmates of H.M. ships Mauritius, Highflyer (Trinco), Barrosa, Agincourt, Eagle and Battleaxe, and of the seagoing tug Samsonia and R.N.A.S. Machrihanish.

Having read Mr. A. S. Grieve's reply (December) to the CPO's letter "Don't crowd Jack out of the Navy," I feel an awful lot of patronising nonsense is talked regarding the "bad old days."

I assume Mr. Grieve means that all messing in ships and ashore during the 1920s was diabolical. He may be right. But I don't think so.

My father, whose first ship was the old Clio — sails and coal burning — back in 1980 had his share of drips, but accommodation was never one of them, and the few battleships I served in or visited during my 25 years service were palatial, in respect of mess-deck space, compared with today's Navy.

Wartime accommodation was obviously a different situation, and many readers can, no doubt, relate their own horror stories.

Hunt the ship's

□ bell . . .

One of the Hunt class of destroyers during the last war was H.M.S. Chiddingfold, for which the Chiddingfold Hunt supplied tankards and other items.

Two years ago I heard that there was a chance of the ship's bell coming to me as Master of the Hunt, but we have heard nothing further. We would be grateful for any information on the whereabouts of the bell — R. F. G. Barlow, M.F.H., Chillingfold Home Farm, Chiddingfold, Surrey GU8 4SY.

Broadsword

But things have come to a pretty pass when in 1979 a senior rating feels it necessary to complain of cramped accommodation. Even if a modern ship is a so-called floating weapon system with heavy demands on space, it is surely not beyond the wit of the planners to include decent-sized messes.

I would suggest that the basic requirements are an uncluttered place to sleep, a place in the mess for every man to sit at ease and plenty of table space freely available; also adequate stowage space for kit and personal belongings.

I was privileged to be invited into a mess on board H.M.S. Broadsword in 1979 — our first "all-missile, all-metric" ship and presumably the last word in naval design. It was one of the most badly laid out and cramped messes I have ever seen.

It would take a brave man to tell any member of the mess that he should have been in the Navy of 50 years ago, and to get on and enjoy it. I couldn't. — Ronald L. Hamlet, Ex-PO Tel., Southsea, Hants.

Yokohama

□ bowl query

After reading conflicting accounts of the Cock of the Fleet in the last three or four editions of Navy News I am beginning to think I was in a different Navy from 1933 onwards.

I understood, and have seen in print on Daily Orders, that its official name was the Egerton Trophy.

I was in the battleship H.M.S. Resolution when she shared the honour, with H.M.S. Queen Elizabeth, of winning the trophy in 1934 at Navarin Bay. The trophy was quite a size and a beautiful thing.

I wonder what happened to the Yokohama Bowl, a large silver rose bowl raced for on the China Station. I was serving in H.M.S. Suffolk when she won it two years running in 1937-1938. — C. B. Coombes (ex-CPEM), Llanelli, South Wales.

● Two other readers have asked the same question about the Yokohama Bowl. Mr. H. W. Richards, of

Ernslette, Plymouth, was serving in H.M.S. Dorsetshire from 1937 to 1941 and says his ship won it from H.M.S. Kent at Wei Hei Wei just before the war.

Ex-stoker PO F. G. Shirley thinks H.M.S. Dorsetshire took the Bowl and other China Fleet regatta trophies back to Hong Kong at the outbreak of the war, and wonders if they were captured by the Japanese.



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THE METROPOLITAN POLICE

RECOGNITION FOR THE MEN OF ACTION...

Crichton four in fire ordeal

Four men have been commended by the Commander-in-Chief Fleet, Admiral Sir James Eberle, for their part in fighting a fire in the partially unloaded coastal petrol tanker m.v. Tillerman last February.

All four were serving in the Fishery Protection Squadron vessel H.M.S. Crichton when she went to the assistance of the Tillerman off Land's End. MEMN(P)1 Keith Crawford, the Crichton's Marine Engineer Officer; POMEM Bill Gibson; MEM1 Stephen Reilly and OEM1 P. Field all worked in intense heat, dense smoke and unfamiliar surroundings during the hours-long fire-fighting operation.



For meritorious service to the Royal Air Force, Chief Communications Technician Edward Clapp has been presented with a commendation from the Commander-in-Chief R.A.F. Germany. The presentation was made in H.M.S. Mercury by Admiral Sir Richard Clayton, C-in-C. Naval Home Command.



Lieut. John Packard with his wife Caroline and son Richard after being presented with his commendation.

Courage of a submariner

CMEM Marcel Evans was defuelling H.M. submarine Sealion at Halifax, Nova Scotia, when there was a series of loud explosions and flashes. He raised the alarm, then noticed an electrical power cable hanging in the water underneath the defuelling hose.

When he pulled the live cable out of the water the explosions stopped — but the cable continued to flash and arc until the power supply could be isolated ashore.

For his "exceptional courage" — the broken cable had arced against the outside of the fuel tank only 12in. below the defuelling hose — CMEM Evans has received a Commander-in-Chief's Commendation.



CMEM Marcel Evans... he showed 'exceptional courage' in Nova Scotia.

Beachampton's typhoon battle

For nearly an hour and a half Lieut. John Packard and four seamen took on the might of a typhoon to secure the safety of their ship in Hong Kong harbour.

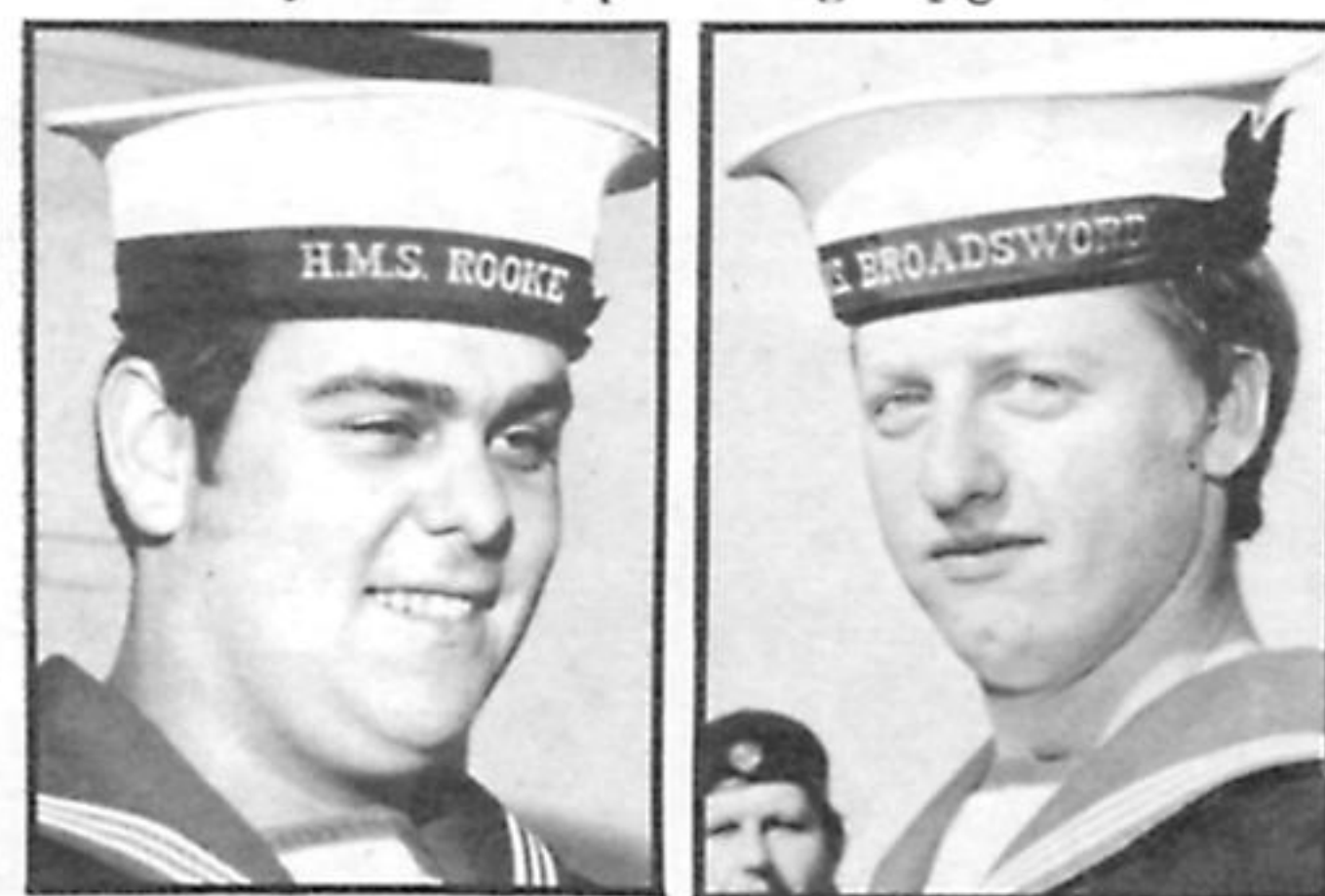
Lieut. Packard, first lieutenant of H.M.S. Beachampton, has received a Commander-in-Chief's Commendation for his actions during Typhoon Hope last August.

The Beachampton was struck by a motor vessel in winds of 120 knots. The ship's port cable parted, the starboard cable ran out, and the securing slips were destroyed.

TEMPORARY ANCHOR

Lieut. Packard and the seamen worked on the fo'c'sle in appalling conditions to clear away wreckage and rig a temporary anchor. For nearly 90 minutes they worked in high seas, very poor visibility, and rain and spray being driven so hard that it caused considerable pain.

In his Commendation, the C-in-C. Fleet, Admiral Sir James Eberle, comments: "It is undoubtedly due to his leadership and stamina that a dangerous seamanship evolution was concluded in a short time without injury."



Beach rescuers

These two sailors who helped to save a swimmer in difficulties at Catalan Beach, Gibraltar, were presented with Royal Humane Society Testimonials on Parchment by the Flag Officer Gibraltar, Rear-Admiral G. I. Pritchard.

MEM1 Kevin Fox (left) of the Gibraltar Refit Group and SEA(EW) Richard Wilson of H.M.S. Broadsword swam out with a policeman to help an Army private rescue the swimmer, caught by undercurrents.

Air Force Crosses record

When the Queen invested three naval fliers with Air Force Crosses on November 7 it was the most A.F.C.s that the Fleet Air Arm had received at any one time.

The recipients were Lieut.-Cdr. Nicholas Jan de Hartog, pilot of H.M.S. Arrow's Lynx, and Lieut.-Cdr. Mike Norman and Lieut. Tony Hogg, captain and observer of a Sea King from R.N. air station Culdrose.

The Sea King rescued eight crewmen of the trawler Ben Asdale, foundering on rocks off

Maenporth, Cornwall, in heavy seas and high winds on New Year's Eve, 1978. The helicopter crew also had to cope with a snow storm and communication problems.

SINKING SHIP

Lieut.-Cdr. Hartog flew his Lynx from the Arrow to pluck seven seamen from a German merchant vessel, sinking in 45-knot winds and 30ft. seas in the Bay of Biscay. At the time, last February, the Arrow was steaming through the Bay as part of the Exercise Springtrain group.

APPOINTMENTS

Promotions to flag rank are announced among the latest appointments.

Surg. Capt (D) P.R.J. Duly, Command Dental Surgeon to CINCPACNAVHOM, is to be promoted surgeon rear-admiral (D) on February 25 and to be Director of Naval Dental Services on March 4.

Surg. Commodore J. Keeling, Deputy Medical Director General (Naval), is to be promoted surgeon rear-admiral on April 28 and to be Director of Medical Policy and Plans in July.

Rear-Admiral D. J. Hallifax, Flag Officer First Flotilla, becomes Chief of Staff to Commander-in-Chief Fleet in June.

Capt. J. S. Grove, whose promotion to rear-admiral dates from January 7, is to be Chief Polaris Executive in May (previously announced appointment being cancelled).

Other appointments recently announced include:

Capt. G. W. Lowden, As Deputy Chief of

Allied Staffs and ACOS (Plans) EASTLANT.

March 28. (To serve as commodore)

Capt. F. Bowen, As Deputy Chief Polaris Executive. February 15. (To serve as commodore)

Capt. T. G. A. Ram, Sirius in command and Capt. Sixth Frigate Squadron. November 21 1979.

Capt. R. G. Fry, As Chief Staff Officer (Reserves). February 1.

Capt. C. Grant, As Capt. 10th SM Squadron and OHM Clyde Dockyard Ports. April 24.

Cdr. H. A. N. Willis, Blideston in command January 10 and as COMSTANFORCHAN in command.

Cdr. K. H. Forbes-Robertson, File in command. January 8.

Lieut.-Cdr. J. G. Hurlbutt, Wilton January 7 and in command.

Lieut.-Cdr. P. G. Waddington, Staff Officer Mersey Div. R.N.R. and in command R.N. Perm. Staff and Crofton in command.

Lieut.-Cdr. R. A. G. Clare, Lewiston June 17 and in command.

Lieut. P. N. M. Davies, Cochrane for Vigilant April 23 and in command.

WRNS

Supt. C. V. Reynolds, Staff of CINCPACNAVHOM as Staff Officer Trng. Coord. in command and Command WRNS Officer. February 1.

Chief Officer L. Francis, Dauntless May 6 in command.

Chaplain of the Fleet

The Rev. R. H. Roberts, of the staff of Flag Officer Plymouth and based at Devonport, is to be the next Chaplain of the Fleet.

He succeeds the Ven. Archdeacon B. A. O'Ferrall on March 28.

The Rev. W. J. A. Nunnerley, of the staff of Flag Officer Medway and based at Chatham, was appointed honorary chaplain to the Queen from November 1.

PR Director

In taking up his new appointment as Director of Public Relations (Navy), Capt. Tony Collins was making a return to PR, as he was naval assistant to the then Director in 1972-73.

His previous appointments have included command of the frigate H.M.S. Jaguar, and executive officer of H.M.S. Excellent and of the assault ship H.M.S. Fearless.

New ADCs

Appointed ADC to the Queen from January 7 are:

Captains G. M. K. Brewer, G.R.T. Duffay, D. M. Eckersley-Maslin, J. H. St. Aubyn-Sayer, R.A. Stephens, W. A. Tofts, B. J. Williams, G. V. P. Crowden, P. G. Hammersley, C. B. Willcock and R. K. Alcock.

OBITUARY

F. B. Rann, LSA, H.M.S. Valiant. November 19.

J. Duncan, CMEM(M), R.N.R. Tay. November 19.

J. V. Collier, MEMN3, Devonport FMB. November 23.

S. R. Goodspeed, JNA(SE) R.N.A.S. Culdrose. November 23.

S. Coggins, S(EW), H.M.S. Glasgow. November 25.

G. H. Maitland, Lieut.-Cdr. H.M.S. Daedalus. November 27.

A. D. Capes, CMEM, H.M.S. Invincible. December 9.

M. Marr, NAM1 R.N.A.S. Portland. December 10.

M. Taylor, MEM2, H.M.S. Nelson. December 10.

S. C. Hall, MEM1, H.M.S. Sovereign. Missing presumed dead. December 12.

B. Hughes, Corporal R.M. Commando Training Centre, Lymington. December 14.

Peter Roberts, Lieut.Cdr. (ret'd.). Won V.C. while serving in H.M. submarine Thrasher in 1942.

Joseph Nicholson, Lieut. (ret'd.). November 23, aged 50.

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ROLLING HOME TO A V.I.P. WELCOME

The island-class offshore patrol vessels have earned a reputation for moving about a bit in heavy seas, although the last two of the class have been improved by the addition of stabilizers. But there are major

compensations to rolling about in the North Sea in H.M. ships Alderney and Jersey. Like their sister ships they are built to Merchant Navy standards and boast a comfort and spaciousness of living accommodation that has

invited comparisons with a floating hotel!

They are also named after two islands whose inhabitants have taken these ships to their hearts. As farewells were said after recent visits to "their" islands, the Alderney

and the Jersey set course to resume their tough Fishery Protection Squadron tasks, taking with them lifted morale and leaving behind a fund of goodwill for their ships in particular and the Royal Navy in general.



H.M.S. Jersey docks at St Helier

PRIDE OF ALDERNEY

More than 200 islanders braved gales and rough seas to welcome H.M.S. Alderney to tiny Braye Harbour in the little Channel Island of Alderney.

In the crowd was the island's town crier, although his traditional bell and stentorian bellow had given way to an electric loud hailer attached to his ancient green van.

All morning he had toured the island to announce the impending arrival of H.M.S. Alderney. Now his welcome boomed out over the shouted orders and engine gyrations as the ship came alongside.

"You," he roared to the assembled islanders, "are all expected at the Belle View Hotel at 7 o'clock. Let's give them a real Alderney welcome!"

UNIFORM REQUEST

That was the beginning of a memorable visit during which the ship's company, at the request of the islanders, went ashore in uniform, experiencing in full measure the hospitality for which the islanders are renowned.

Such is the feeling of the people of Alderney for their ship that they have raised more than £1,500 for her by public subscription — almost £1 for every man, woman and child on the island. The gesture is deeply appreciated by the ship's company.

An initial party given by the island was followed by official dinners, a reception on board, sporting fixtures and a morning at sea for a group of islanders.

On the final evening, the ship's commanding officer, Lieut.-Cdr. Tony Bull, was presented with a silver cup and salver originally made for the previous H.M.S. Alderney, an ashtray specially engraved for the visit, and a magnificent, silver anchor commissioned from a Guernsey silversmith.

Island puts the flags out for Jersey

The tone of H.M.S. Jersey's visit to Jersey was set by the ceremonial nature of her task. She entered St Helier on a bright, sparkling day proudly wearing the flag of General Sir Peter Whiteley, the island's new Lieutenant Governor.



Miss Jersey, lovely Treena Foster, puts a little lift in the lives of CS Topsy Turner (left) and MEM Mac McKenzie. Treena, recently returned from the Miss World competition in London, was given a guided tour of the Fishery Protection Squadron vessel at St Helier.

General Whiteley, a former Commandant General Royal Marines and NATO Commander-in-Chief Northern Europe, had chosen Jersey's own warship to take him to his new appointment.

As she went alongside the Albert Quay she was greeted by an excited crowd of islanders. General Whiteley was met by the Bailiff of Jersey, Sir Frank Ereat, and other Crown officers, as flags at Fort Regent, towering over the harbour, spelled out the word "Welcome."

A guard of honour of Sea Cadets and Marine Corps Cadets from T.S. Undaunted stood smartly to attention as General Whiteley took the salute.

Aura of ceremony

There were the usual basic ingredients of a successful port visit — sporting fixtures, an excellent buffet and disco evening arranged by the Jersey branch of the Royal Naval Association, and open invitations — but it was the aura of ceremony which prevailed.

H.M.S. Jersey's commanding officer and his officers were invited to the swearing-in ceremony of the new Lieutenant Governor in the beautifully panelled Royal Court in St Helier.

His first duty — inserted at his own insistence into an already busy programme — was to present Commander-in-Chief Fleet's Commendations to four members of H.M.S. Jersey's company.

CMEA(P) M. R. Lucas, POMEM J. G. Jackson, MEM1 K. A. Mackenzie and MEM1 R. Temple received the commendations for their actions on the night of May 14-15 when the Jersey assisted the Penzance fishing vessel Trevarth.

Trawler chase

Before the St Helier visit the Jersey was involved in a North Sea chase when a Danish trawler refused to stop. The Jersey had put a three-man boarding party on the vessel in a routine inspection, but the skipper set out for his home port, defying an order to put into Grimsby.

H.M.S. Jersey fired two warning shots and eventually the trawler turned for the U.K. after the help of a frigate had been sought.

HEADS THEY LOSE!

Beating the staff of the Carlsberg brewery in Copenhagen seemed to go to the heads of H.M.S. Sirius's tug-of-war team. As an encore they tried dragging away one of the stone elephants at the brewery entrance — with predictable results!



Anglesey meets her match!

H.M.S. Anglesey's sailors may be a match for many opponents afloat, but when it comes to rugby they have a lot to learn.

Debut of the ship's team was inglorious, if light-hearted. To be fair, the ship's XV was formed on the day of their first match and contained nine members who had not played before. That was bad enough, but the worst of it was that they were up against a Welsh Rugby Club to boot!

The Angleseys faced up bravely to their predicament, which came when the patrol craft made her first visit to the island of her name. Predictably

the friendly match offered by Holyhead R.F.C. turned into a massacre, the ship losing 41-6.

But, to more than compensate for the poor performance on the pitch, H.M.S. Anglesey made a high score in the hearts of the people of the North Wales island. The welcome for her was so enthusiastic that the ship's only problem was trying to find enough sailors to visit all the many organisations which were seeking a link with her.

A PAGE FOR

FAMILIES

Through a child's eyes



● Left: The under-fives' playgroup of H.M.S. Dryad stage a playful sit-in for the benefit of their visitor, the Rev. Harvey Griffiths, chaplain of the establishment.

The playgroup, used by residents of Dryad's married quarters and Southwick village, is run by Mrs. Stella Reeve, who has been with the group since it began in 1969.

To celebrate the group's tenth birthday, a party and cake-cutting ceremony was held at the Lee Hall amenity centre, Southwick.

● Right: A child's enchantment as young Donald Shields, in the arms of his dad, R.S. James Shields, peers through the periscope of H.M.S. Odin during the submarine's five-day visit to Newcastle.

Picture: CPO(Phot) Ben Cartwright



High life in Hong Kong

One of the sadder facts of naval life for many these days is that getting a married accompanied overseas draft is the exception rather than the rule. So when they don't come very often you try to make the most of them.

In Hong Kong, where the Navy at present has about 200 families, the ships are going through a busy spell — see Pages 19-22 — and that is also something the wives have learnt to accept.

For virtually all the ratings and wives there, it is of course high-rise living — and a quick look-round the colony could convince you that's where the skyscraper was invented!

● Behind the naval flats at Hong Kong's Harcourt Place is a children's playground which provided this colourful merry-go-round group.

Picture: PO(Phot) Eric Rooke.



Happy Valley

About 90 families live in Bonham Towers in Victoria Island's Mid-Levels which boasts 24 floors, and another 60 families live at Harcourt Place whose three ten-storey blocks overlook the famous Happy Valley Racecourse. The trams and the crowds can make it noisy at times.

Each location has a community centre, the one at Bonham Towers being comparatively new, having been opened in 1978 by Admiral Sir Henry Leach — then C-in-C Fleet — with money provided by the Fleet Amenities Fund and the China Fleet Club.

On occasions the wives find some foodstuffs run into short supply and inevitably take a price

leap, but public transport is cheap.

The children go to school by bus each day to the Kowloon side. Keeping them occupied outside school hours isn't always easy, although there are limited playground and youth club facilities.

Generally, there is a good range of social and sporting life for the Hong Kong families on the island. For enthusiasts, that includes "Keep Fit" in the magnificent gym at the new British Forces Headquarters building in H.M.S. Tamar, which also has a swimming pool.

Stonecutters' Island also has a lido and swimming pool, and some holiday chalets.

To provide a break during a two-year draft there is an assisted holiday allowing families to visit an attractive setting at modest cost. Many go to Thailand, Singapore or Nepal. Some even add more of their own cash and return to visit relatives in the U.K.

Five-month wonder

Sixteen wives of Culdrose personnel spent five months stitching pieces of brocade and silk obtained from firms and makers of church vestments to make a beautiful altar pall for the church of St Peter and St Paul, H.M.S. Seahawk.

SHOPPING FLIGHTS IDEA GROUNDED

London meetings considered a £4,140 application to charter a nine-seater aircraft once a month this year for shopping trips to Aberdeen for the naval wives of H.M.S. Vulcan at Dounreay, Thurso. But it was a bid which never really got off the ground.

The sum sought would allow each wife to make the trip about once every two months and let her stock up on goods difficult or expensive to obtain locally, said the application.

During discussion at the Grants Committees of both the Sailors' Fund and the Fleet Amenities Fund differing views on life and facilities in the "Far North" were voiced.

Eventually factors like priorities and setting precedents weighed against the bid, which failed.

Bargain holiday

Fancy a caravan holiday in the West Highlands with the family at the bargain price of £4 and £3 per night for a six or four-berth fully equipped caravan? This attractive offer is open from March 29 to September 27.

For details send stamped addressed envelope to FCPO W. A. Spong (Loch Ewe Caravan Bookings), H.M.S. Cochrane, H.M. Naval Base, Rosyth, Fife KY11 2XT. Telephone: Rosyth Naval Base, extn. 4274.

Wives keep up work

When Service pay problems were at their height a year or two ago the Forces' Wives Association was born — and quite a few eyebrows were raised. Members aired their views pretty strongly on Service pay and conditions, and at the same time were at great pains to express their loyalty to the Services and to their husbands.

Since that time the association seems to have been out of the headlines, but recently a statement was issued about its latest activities. The association also held its annual conference in London.

PROBLEMS

"Thankfully pay has now been much improved and everyone in the Services is very relieved to see the improvement in morale among Servicemen and their families," they say. "But there are plenty more problems to be solved which are not so fundamental and therefore not so widely publicised."

"The association has opened up good lines of communication with Service personnel at MOD and the Press, and the F.W.A. feels that it can be of considerable use in passing on problems to them."

It is also reported that four of the national committee met members of a committee looking

into conditions of service, and passed on "many ideas and bones of contention."

At the annual meeting of the Union Jack Club the topics covered included married quarters, with views expressed that Servicemen should have some priority when quarters were sold. It was also reported that men leaving the Service often still found difficulty in being accepted for consideration for council houses.

Another of many points raised was that Service families could find difficulty when attempting to adopt children as some adoption organisations were not happy with the moving often associated with Service life.

The association, which has five geographical areas, has a new chairwoman, Carol Turner, of Lynham, Wilts. Secretary is Di Godfrey (Lincoln 792538) and Press secretary Hilary Marter (Norwich 737112).

GERMAN EXCHANGE

A German naval officer, Kapitänleutnant Johannes Born, is hoping to arrange a holiday exchange for his 13-year-old son with a British officer's family in July-August. His address is 2390 Flensburg, Bismarckhof 4.

Navy News

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BEN'S JOKE

Mr. Albert (Ben) Warren, aged 94, enjoys a joke with the ladies when he and other residents of Pembroke House and physically handicapped adults of Mote House were treated to an evening's entertainment at St Mary's Community Centre, provided by members of the Royal Naval Wives' Association.

Holding hands with Ben is Mrs. Margaret Easton, Associated chairman, and with her are Mrs. Liz McAlister and Mrs. Yvonne Coupe.



HELPING HANDS . . . AND FEET

A good run for their money!

Two teams of sponsored runners from the Royal Navy have raised almost £1,500 in aid of the International Year of the Child.

Eleven petty officers from H.M.S. Argonaut clocked up £1,000 by running from Plymouth to Derby, while 14 members of the staff at the Petty Officers Leadership School, H.M.S. Royal Arthur, raised £475 in an 80-mile run from their base camp in Wales's Black Mountains.

The Argonaut runners were started by the Flag Officer Plymouth, Vice-Admiral Sir Peter Berger, and four days and 254 miles later reached Derby, each man having covered about ten miles a day.

Proceeds were distributed equally between the Plymouth Children's Hospital, the Derbyshire Children's Hospital, Derby Children's Home and T.S. Malaya, the Derby Sea Cadet Unit to which the ship is affiliated.

The Royal Arthur runners were helped in their fund-raising by eight members of the Chippenham Sea Cadet Unit who collected en route. The cheque was presented

to International Year of the Child representative Miss Tracey Bailey by Lieut. Greg Cook.

Retired naval men at Pembroke House have had a lift in their lives, thanks largely to the Medway Missions to Seamen Trust and the King George's Fund for Sailors. They provided £5,000 and £1,500 respectively towards a lift to take the residents of the Royal Naval Benevolent Trust home to a sun lounge on the top floor.

H.M.S. Ariadne has provided the cash to buy another guide dog

for the blind. During her long deployment with the Standing Naval Force Atlantic her ship's company raised £639 in sponsored slims, raffles, ship's concerts and a "garden fete" held in the Atlantic.

Two years ago the Ariadne raised more than £500 to buy a Labrador, called Buffer in recognition of the role taken in the collection by the then Chief Bosun's Mate, CPO Ken Dobson.

This time the collection was under the guidance of FCPO Jim Baker, who handed over the cheque at a ceremony attended by the Ariadne's commanding officer, Cdr. Barry Clarke, and the ship's company.

Three apprentices from H.M.S. Caledonia wheeled in £600 for the British Heart Foundation Appeal by cycling from John O'Groats to Land's End. MEA(A)s John Woods, Derek Mauchline and Ian Keates took 12 days of their leave to complete the sponsored marathon. They are due to join H.M.S. Intrepid this month.

Another cycling marathon in Plymouth has enabled a teenage girl suffering from a muscular disease to write at home. Six crewmen from the nuclear-powered submarine H.M.S. Swiftsure pedalled 200 miles around Home Park, Plymouth, to raise £550 for 13-year-old Alison Richardson of Plymouth.

The money bought her a special, touch-sensitive typewriter similar to one she uses at her school.

When the commanding officer of H.M.S. Antelope, Cdr. Chris Williams, was invited to Hereford Sea Cadets' annual dinner dance as guest of honour, he decided that the most profitable way to travel was to run the 200 miles from Plymouth.

As the invitation included members of the ship's company, eight of them volunteered to run with him to raise £463 for charity (with more to be collected). Proceeds will be divided equally between the Antelope's adopted charity, Hill Rise Children's Home, and the Hereford Sea Cadet Unit, T.S. Antelope.

The children's wards at St Mary's Hospital, Portsmouth, benefited by £300 from a charity cabaret night at the Whaley Club, H.M.S. Excellent, attended by members of the hospital staff. The cheque was presented to the hospital's paediatric nursing officer, Mr. S. Dudley, by the reigning Miss Whale Island, Wren Cherry Dedow.

The Blue Peter appeal for the Cambodian refugees has received £157 from Service and civilian staff of the Flag Officer, Portsmouth. They organised a week-long bring-and-buy sale during lunch-times.



These boots were made for walking . . . 20 miles, to be precise. Far enough for this team of sailors and Wrens from the R.N. air station, Yeovilton to raise £250 for a cot in the children's ward of Yeovil District Hospital. In the midst of all those hardy soles, LWTR Kevin Hamlyn, who organised the walk, presents the cheque to Mr. R. M. Pritchard, Senior Administrator of the hospital.

Picture: PO(Phot) Stuart Wood



Sharon's a girl with appeal!

Sharon Davies, one of Britain's Olympic swimming hopes, receives a £175 cheque for the British Olympics Appeal. The donation was raised by raffles and discos in the junior rates' Drumbeat Club in H.M.S. Drake and handed over by Sub-Lieut. Neil Bennett, PT officer and club chairman. Sharon, who lives in the Plymouth area, uses the Drake facilities in her training for Moscow.



The morning after the night before for some of the sailors who pitched in for an all-night soccer marathon at the School of Maritime Operations, H.M.S. Dryad. In the space of 11 hours and 677 goals, 17 ratings from the Fraser Gunnery Range raised £150 for Vicky Sawyer of Havant who needs a "blonic" arm. Assisted by LPT Russ Lee, the group played in four-a-side sessions beginning at 8 p.m.

Picture: LA(Phot) Richard Drew.

Craig also presented the Lord Mayor with a large, finely-detailed model of the Sirius, made by CPO Tony Davies.

Kerr House, the observation and assessment centre at Cosham, Portsmouth, has "won" £152 on the horses. The money was raised on board Portsmouth's adopted ship, H.M.S. Sirius, during a "horse racing meeting" on the way back from Gibraltar.

The Lord Mayor of Portsmouth, Mr. Roland Taylor, received the cheque from the ship's commanding officer, Capt. Michael Tudor-Craig, now the Director of the Maritime Tactical School. During the visit, Capt. Tudor-

Thanks from refugees

Two members of the Royal Navy School of Dental Training at H.M.S. Nelson have received an appreciative letter from 45 Vietnam refugees.

The letter thanks Cdr. E. J. Grant (officer-in-charge) and Wren Abi Oliver for a dental hygiene talk they gave, via an interpreter, to the Vietnamese families at their temporary home, the Ockenden Venture's Sunshine Home at Alverstoke on November 16.

Cdr. Grant's wife teaches some of the refugees English.

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H.M.S. Norfolk leads H.M.S. Falmouth into Portsmouth Harbour at the end of their 56,370 mile voyage.

Picture: PO(Phot) Len Cobbett.

Going bats!

Excerpt from H.M.S. Dido's daily orders:—
"So much damage and dirt is being walked round the ship by steaming bats that from now until further notice steaming bats are BANNED in flats and passageways . . . If you need steaming bats for your work CARRY them and put them on at the top of the hatches or at accesses."

WELCOME BACK!

A warm welcome on a very cold, windy mid-December morning awaited the ships of the Group Eight Deployment on their return to Portsmouth, Devonport and Chatham.

Hundreds of wives, children, friends and sweethearts were at the three naval bases to greet their men — and the ships — who have been away for more than seven months.

H.M. ships Arethusa, Arrow and Dido returned to their home port at Plymouth; group leader H.M.S. Norfolk and H.M.S. Falmouth sailed to Portsmouth; and H.M.S. Achilles was "piped" into Chatham.

The deployment covered 56,370 miles across the world. Ships exercised with the Australian, New Zealand and American navies in the South Pacific, and visited Gibraltar, Aden, Perth, Sydney, Fiji, Tonga, Jakarta, Singapore, Hong Kong, Sri Lanka, and India. Three Royal Fleet Auxiliary ships accompanied the group, which was under the command of Flag Officer Second Flotilla, Rear-Admiral Peter Stanford.



Above: — Three ships' "Vascos" are pictured at the original burial place of Vasco da Gama at Cochin, Southern India. The great Portuguese navigator's body was eventually taken back to his home country. Pictured at the graveside are navigating officers (left to right) Lieut. Nigel Smith (H.M.S. Dido), Lieut.-Cdr. Berry Reeves (H.M.S. Norfolk) and Lieut. Tony Coley (H.M.S. Arrow).

Picture: LA(Phot) Radar Thompson

Left — H.M.S. Norfolk's luckiest sailor, LRO(T) Martin Lowry, accepts the keys to his new Ford Capri 1600 GL from Gillian Walsh representing Youngs of Fareham Ltd. who supplied the car. Looking on is Martin's mother. The car was first prize in a ship's raffle which started when the Norfolk left Portsmouth last May. He won it with a ticket from a batch of 200 he won in a subsidiary mini-affle. Martin also won the second prize of £750 in the main raffle!

● STD Gary Ingram, a non-driver, won a new blue Mini in H.M.S. Arethusa's raffle. It was waiting for him on the dockside at Plymouth.

You made the trip . . . now read the book

H.M.S. Norfolk intends to make sure that, although gone, the Group Eight Deployment is not forgotten. A book about the trip as the Norfolk saw it is to be produced in the next few months.

Anyone who would like a copy should write to Lieut.-Cdr. P. Ross, R.N., H.M.S. Norfolk, B.F.P.O. (Ships), London, enclosing a cheque for £6 made payable to the Supply Officer, H.M.S. Norfolk, and the address to which they wish the book sent.

Orders for the book, which will be hardbacked and contain many photographs, should reach H.M.S. Norfolk by January 30. A limited edition only will be published, based on the orders received by that date.

It is hoped the book will be available in late March.

FINEST TEA

There was no excuse for a bad "cuppa" after the Norfolk visited Cochin in company with H.M.S. Arrow and H.M.S. Dido. A chest of the finest Indian tea was presented to each of the ships by Harrison and Crossfield, the agents for the visit to the Southern Indian port.

At Cochin the Norfolk's two Royal Marines, Band Colour Sgt. Fred Bryson-Bassett, bandmaster for the group's volunteer bands, and Bugler Dave Butler, were involved in ship activities. Bugler Butler sounded the Alert at a sunset ceremony in the flagship, and Sgt. Bryson-Bassett was photographed with his musicians — on an elephant!

OLDEST CHURCH

Rear-Admiral Peter Stanford took the salute at the cenotaph at Cochin's St Francis Church during a Remembrance Day parade. The church is the oldest Christian church in India, and was the burial place of Vasco da Gama, the great Portuguese navigator.

The Norfolk's padre, the Rev. E. W. Jones, conducted prayers at the service.



H.M.S. Falmouth is pictured leaving Singapore.

Norfolk, Achilles share Dustbin

While in Singapore, vessels of the Group Eight Deployment took part in the inter-ship sports contest Singsport '79 for the Deployment Dustbin.

Overall winners were the flagship H.M.S. Norfolk, with H.M.S. Achilles second. Sports contested included soccer, rugby, hockey, squash, tennis, golf, cross country and swimming.

SOCCER TRIUMPH

One of the sports at which the Achilles triumphed was soccer. Their team has lost only three out of the last 41 games many of them against good civilian opposition while on the deployment. The team is managed by LRO(W) Simon O'Regan and coached by CWEM(R) Spider Kelly, with Jim Stephenson as LPTI.

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Meet our man in Singapore



Meet Lieut.-Cdr. Norman Bell, bosun by trade, 36 years in the Navy and the only resident uniformed R.N. man in the former great naval base. With him is the Navy's civilian "half" in the person of Mr. Gordon Dawson, R.N. Supply and Transport Officer.

They work together on a whole range of tasks. As R.N. Liaison Officer Singapore, Lieut.-Cdr. Bell looks after the Navy's two berths in the Naval Basin at Sembawang and is involved with negotiations over use of others on occasions like the recent visit of ships of the Group Eight Deployment.

When U.K. ships are not there, visitors include Australian, New Zealand, Malaysian and other navies' vessels.

He is also involved in arrangements for arrival of Fleet Maintenance Unit members and their stores and equipment.

The supply and transport responsibilities of Mr. Dawson (seen with his "opposite number" while R.N. ships were visiting the naval basin) include the oil depot facilities.

Picture: LA(Phot) Paul Hopley.

PEOPLE IN THE NEWS



Tony's tops!

SA Anthony Evill has received the top trainee submariner of the year award. He was presented with the Irvine Chapman Memorial Award by Mr. John Groves, president of the Portsmouth Submarine Old Comrades' Association. The Association makes the presentation annually to the junior rating nominated by H.M.S. Dolphin as the best general submarine trainee of the year. Anthony, now serving in H.M.S. Courageous, passed the Valiant-class submarine course with an overall mark of 92 per cent.

CPO to lead exped



A chief petty officer has been chosen to lead the Joint Services expedition to Princess Marie Bay, Ellesmere Island, in the Canadian High Arctic.

He is CPO Steve Williams (above left), now serving at R.N. air station Portland. His deputy leader will be Lieut. Brian Wits (above right), Ceremonial Training Officer in H.M.S. Excellent. Cpl E. W. M. Martin (R.M. detachment H.M.S. Mohawk) and POMA J. R. Smith (Cdo. Log. Regt., R.M.) are also included in the party, which is due to leave the U.K. in late May and return in early September.

CPO Williams was a member of the R.N. and R.M. Mountaineering Club expedition to Ellesmere Island in 1972, and he and Lieut. Wits were both on the Joint Services expedition to Liverpool Land, East Greenland, in 1977. Both men are Fellows of the Royal Geographical Society.



Lieut.-Cdr. Roger Sanders (above) devised a new way to teach Morse — and earned himself £150. Now serving in H.M.S. Daedalus, Lieut.-Cdr. Sanders developed his scheme in H.M.S. Mercury, and was presented with his cheque by the Captain of Mercury, Capt. David Bailey, on behalf of the Ministry of Defence.

The revised method of training has subsequently saved money and man hours, and is believed to be the fastest means of teaching Morse in current use.

Moscow change

There's nothing unusual, you may think, in Royal Navy personnel posing for a photograph beside a river and against the background of public buildings. Except that the river runs through Moscow — and the buildings compose the Kremlin. The picture was taken on the occasion of the "change of command" of Naval Attaches in Russia, and shows Capt. Christopher Ward, the new attache, and Capt. Peter Coward, the outgoing officer, with support staff.



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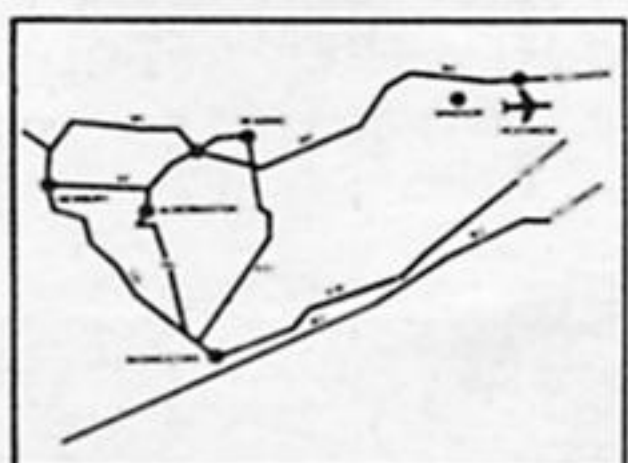
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Out with the old—in with the new

There is a special significance in LA(Phot) Tony Thomas's picture of H.M.S. Blake and H.M.S. Brecon steaming off Southsea. It marks the end of one era and the beginning of another for the Royal Navy.

As the Blake, the Navy's last cruiser, was paying off to go into reserve, the Brecon, first of a new generation of mine countermeasures vessels, was being accepted into service from her builders, Vosper Thornycroft.

Next step for the Blake is to undergo essential maintenance at Rosyth before she joins the Standby Squadron at Chatham. Laid down as a conventional cruiser in 1942 and launched in 1945, the Blake went into limbo for eight years before she was finally commissioned in 1961.

Flagship

A four-year refit later converted her into a helicopter cruiser, and she was commissioned into the role in 1969.

Her size and sophisticated communications fit made her an ideal flagship, and in this capacity she made two visits to Australia and the Far East, as well as to North and South America.

During the latter half of 1978 she led a major deployment to the West Coast of America, taking in San Francisco, San Diego, Vancouver, Acapulco and Miami. Before she entered Ports-

mouth on December 6 to pay off, the Blake fired her 6in. guns — the Navy's biggest — for the last time. Her Sea King helicopters flew overhead as she entered the Naval Base, bringing to an end a decade's association between the Blake and 820 Naval Air Squadron, which will now join H.M.S. Hermes for a spring deployment to the Caribbean.

H.M.S. Brecon is the world's largest ship built of glass-reinforced plastics. She is designed for both mine-sweeping and minehunting, and her non-magnetic properties enable her to work close to magnetic mines without detonating them.

She is the first of three Hunt-class vessels, the second of which, H.M.S. Ledbury, was launched at Vosper Thornycroft's Woolston, Southampton, yard the day before the Brecon was accepted.

A third Woolston-built ship of the class, H.M.S. Cattistock, is taking shape near the building from which the Ledbury was launched.

H.M.S. Brecon was launched by the Duchess of Kent in 1978, and is due to commission in March. She has a top speed of about 15 knots

and is fitted with a 40mm gun that will allow her to operate as a patrol craft when required.

● H.M.S. Ledbury was launched by Mrs. E. Berthon, wife of Vice-Admiral S. F. Berthon, the Deputy Chief of the Defence Staff (Operational Requirements). Among the guests were the Mayor and Mayoress of the town of Ledbury, near Hereford, and men who sailed in the first H.M.S. Ledbury, a Second World War escort destroyer.



BRECON'S LINK WITH WARD



Fibre glass is the link which has brought together H.M.S. Brecon and Ward One at Harlow Wood Orthopaedic Hospital, near Mansfield.

The mine countermeasures vessel is made of the material — and so are the orthopaedic jackets used by the hospital for spinal cases. The Brecon has adopted the ward and members

of the ship's company have raised funds with a sponsored walk.

When a party from the ship visited the ward bearing gifts of T-shirts and hats, Lieut.-Cdr. Alan Rowbottom and LWtr Bill Smith — once a patient at the hospital — were pictured with 14-year-old Vicki Wilson, Mrs. K. Smith and Mr. D. Scott.

Last of the 'Lay' class



A striking photograph of the Greenock-based H.M.S. Laymoor, the last Royal Navy mooring and salvage ship, which, as we reported last month, entered harbour for the last time on November 23 before paying off. She was commissioned as a boom defence vessel in 1959 as the first of the "Lay" class, which replaced the "Bar" class.

Shoulton pays off

Twenty-four years after first commissioning, H.M.S. Shoulton, the Royal Navy's first minehunter, enters Portsmouth Harbour for the last time on November 23, flying a 50ft. paying-off pennant.

Built at Montrose shipyard in Scotland as a minesweeper

of the Coniston class she was modified to minehunter in 1957, since when she has been largely involved in trials. In January 1979 she switched from the Third to the Second Mine Countermeasures Squadron and she finally paid off last month.

Picture: LA(Phot) Tony Thomas.



GET WISE ON DCI's

Guide to an arresting subject



The circumstances in which a man is held "in custody" (that is close or open arrest) depend a great deal on the nature of the offence, and his record.

Following recent changes in legislation, the Admiralty Board has issued further guidance, which will be incorporated in Q.R.R.N. in due course.

"Custody," says the statement, "is not a punishment but a means of ensuring that a man does not harm himself, or abscond, or commit further offences, or interfere with the course of justice."

"Commanding officers are to ensure that no more restraint is

placed upon a man's liberty than these factors and the discipline of the Service require.

RESTRAINT

"The responsibility for deciding whether restraint is essential (and if so how much) rests with the commanding officer of the ship or establishment in which the officer or rating is serving — even if he is only lent temporarily to that ship or establishment."

Advice to commanding officers is that custody is justified if there are substantial grounds for believing that the person, if allowed normal liberty, will desert or absent himself without leave, commit further offences, interfere with witnesses or otherwise obstruct the course of justice, or injure himself or otherwise come to physical, mental or moral harm. In weighing these factors, commanding officers are advised

that they should have regard to such of the following considerations as appear relevant—

- The nature and seriousness of the alleged offence and the probable punishment.
- The character, antecedents, associations and social ties of the person concerned.
- The person's behaviour on previous occasions of awaiting trial.
- The strength of the evidence. In general, the weaker the evidence the less likely it will be that there are substantial grounds for believing that the person will behave in any of the ways suggested in the guidance.

The leave of men is not to be stopped unless they are placed in custody for any of the offences named in Q.R.R.N. 1964.2.

INTIMATION

When a person has been arrested and is being held in close arrest, he is entitled to have intimation of his arrest and of the place where he is being held sent to one person reasonably named by him without delay (or, where some delay is necessary in the interests of the investigation or prevention of crime, the apprehension of offenders, or the operation, safety or security of the forces or any part of them, with no more delay than is necessary).

The normal eight-day reports which have to be rendered for the retention of men in close custody will in future have to specify the need for a man's arrest and continued retention, having regard to the latest guidelines.

DCI (RN) 730

☆ Inventions

The following naval personnel have received Herbert Lott Naval Trust Fund awards for inventions and suggestions:

CACMN J. Johnston (£260), Lieut. M. H. Purser (£200), CPO J. Howieson and CPO T. McEvitt (£120), CRS E. J. Silk (£110), Lieut.-Cdr. T. M. Honnor (£110), REMN1 A. J. Baker (£60) COEL G. Fleet (£60), CEA(C)1 R. D. Clarke and PO Wren (WA) M. Cull (£60), MEA(H)1 J. M. Hartley (£50), OEA1 J. W. A. Bartlett (£50), MEA(H)1 S. A. Ditch (£40), MEMN1 J. R. Dixon (£40), MEMN2 R. P. Dolton (£35), A/CMEMN K. R. Brown (£30), CMEMN M. J. Page (£20), LA/CELMN (AW) E. G. Batchelor (£20), and AA(AE) M. G. Bull (£20).

DCI (RN) 712

☆ Salvage award

H.M. ships Wasperton and Wolverton have gained a salvage award for services rendered to the motor vessel Foh Kim on October 6 and 7, 1976. Payment is authorised without application.

DCI (RN) 660

☆ Fire cost

Fires in Navy Department property in 1978/79 numbered 291 and resulted in a loss of £1,510,494, but £1,000,000 of the loss was due to only one outbreak — that in the Royal Fleet Auxiliary Hebe. The cause of the fire is unknown.

Major causes of fire were electrical faults, smoking materials, hot water, or fuel oil ignited.

DCI (RN) 726

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

WANTED: FIELD GUNNERS

Scarcely has the dust settled from the Royal Navy's field gun competition at the Royal Tournament, Earls Court, than volunteers are being invited for the next trial of strength and stamina.

The 1980 date is Wednesday 9 July to Saturday 26 July, and commanding officers are being requested to encourage the participation of ratings of all branches, in an event which "demands and develops high military qualities from all participants."

Ratings selected to go to Earls Court will be stopped draft until after the competition. Their Easter leave will be deferred until after the competition and will be taken consecutively with summer leave. Selected volunteers are to be drafted by 30 March 1980.

DCI (RN) 733

☆ Mountaineers

Members have now been selected for the R.N. and R.M. Mountaineering Club joint services expedition to Himachal Pradesh, the Navy representatives being Capt. D. V. Nicholls, R.M., Lieut. P. H. Parsons, R.M., Surg. Lieut. A. R. O. Miller, Midshipman D. J. S. Weyndling, CPO G. Russell, CPO R. G. Thomas, Cpl. A. D. Wilson, R.M., and Cpl. J. M. Mitchell, R.M.

The two-month expedition will leave the United Kingdom in late August 1980. It will give Service personnel the opportunity to broaden their adventurous training horizon and climb in the Himalayas. They will scale a previously unclimbed 20,000 foot peak, and tackle the unclimbed north face of Phabang, one of the aims being to train future leaders from all three Services for high-calibre Service expeditions.

DCI (RN) J 738

☆ Medical file

Information may be given from Service medical records for life assurance purposes, so long as the written consent of the individual concerned has been obtained.

The official statement emphasizes that the medical report must be completed and signed only by a fully-registered medical officer. Other Service medical staff may not make such reports.

DCI (RN) 727

☆ Rolls trophy

A new Fleet Air Arm trophy will be presented for the first time next year. It is from the directors of Rolls Royce Ltd., and will go to the squadron or ship's flight judged to have achieved the best overall standards of engineering efficiency and effectiveness, taking into account all aspects of their engineering activities.

DCI (RN) 686

☆ Mention

Marine Steven Mark Atkins has received the award of a Mention in Despatches in recognition of distinguished service in Northern Ireland.

DCI (RN) 689



"They must be the ones who make out our rail ticket forms...!"

Although it is appropriate to use the term "fleet chief" when referring to individuals by name, an official reminder is given that the formal description for both the R.N. and W.R.N.S. is "warrant officer." In particular, care is to be taken to use the correct title in correspondence.

DCI (RN) 713

Loan draft? There's no such thing!

Anyone on a "loan draft" may be surprised to learn that there is no such thing, and an official explanation says that use of the term is incorrect.

Ratings are either "loaned" or "drafted" (says the statement). A commanding officer may loan a rating to another ship or establishment by mutual arrangement, but drafting authorities are not involved and no draft order is issued. The rating remains on the books of his original ship.

A draft is a movement ordered by the Naval Drafting Division, involving the issue of a draft order and the updating of the computer record.

"Particular attention is to be paid regarding the use of the correct terminology," says the official guidance, "in order to avoid confusion in signals and correspondence."

DCI (RN) 728

☆ U.N. clasp

All Service personnel now and in the future attached to United Nations peace-keeping contingents or observer missions, who have served more than one qualifying tour in that mission, will be eligible for the award of a numerical clasp to designate the number of tours they have served.

DCI (RN) J 701

☆ Pound prizes

Admiral Sir Dudley Pound prizes for 1978 have been awarded to Sub-Lieuts. C. N. Rae and S. A. Daniels (pilots), and Midshipman N. P. Yates.

DCI (RN) 709

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Applicants should be chartered engineers, and have had extensive experience in a responsible management position within the shipbuilding industry.

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The successful candidate would work closely with the Design Manager, the Special Projects Manager and with the Foreman Instrument Maker and Foreman Model Maker. Responsibilities include the work of the Assistant Chief Draughtsman, the Chief Experimenter and the Chief Analyst, and a staff of about 40 covering all technical grades.

Applicants should be chartered engineers preferably with a degree in naval architecture and extensive experience in a responsible position in a ship design office or drawing office or equivalent.

Both positions would benefit from experience of ship model experiment tanks or as a user of tank results.

The candidates (male or female), for both positions will be required to join the Company's Contributory Pension Scheme and will be given assistance with relocation expenses.

Applications giving full professional background should be addressed to:

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TYPE 21 JOINS NATO MED. FORCE

NATO's Mediterranean naval force was well and truly Activated when the Royal Navy's contribution arrived at the Taranto assembly point.

She was H.M.S. Active, one of four ships in the 19th gathering of NAVOCFORMED (Naval On-Call Force Mediterranean) for a month of exercises in the Central Mediterranean.

The other ships of the force were two frigates — Italy's I.T.S. Alpino and Turkey's T.G.S. Gayret — and one destroyer, the U.S.S. Peterson. The exercises, which started in mid-October, involved aircraft and other vessels, including the nuclear-powered

submarine H.M.S. Superb and the R.F.A. Tidepool.

Between the work sessions week-end visits were made to Taranto, Brindisi, Cagliari, Toulon and La Spezia, coach tours being organized to Monte Carlo, Marseilles, Avignon, St Tropez and Pisa.

ADMIRAL'S VISIT

The Active and the Superb were visited at sea by the Commander Allied Naval Forces Southern Europe, Admiral Mario Bini, during his tour of the vessels taking part in the exercise, code-named Deterrent Force.

Personnel exchanges took place between the NAVOCFORMED ships at sea and in harbour to make the inter-action of the force smoother.

SOCCER CUP

The force's de-activation at La Spezia was marked by a grand barbecue organised by the Peterson, as well as sports contests in which the Active took the soccer cup.

Other activities during the deployment included a sponsored slim — despite the French cuisine and Italian pizzas — a conker competition and a foreign coin collection for charity, all organised by LPT Kevin O'Rourke.

Sail on, silver girl... and helping this young visitor to H.M.S. Active dress for the occasion is LMEM Martin.



Pictures: CPO(Phot) Les Warr



Below — Sailors from Turkey and Italy give SEA 'Soapy' Watson a hand to clean H.M.S. Active's 4.5in. gun during one of the ships' companies exchanges in NAVOCFORMED.

H.M.S. Walrus, one of the three remaining Porpoise-class submarines in service, left the Clyde Submarine Base in September to pay off into refit. The farewell was a quiet, sad occasion with the lament of the piper fading into the damp mist known and loved by all who serve in Faslane.

Since recommissioning and joining the Third Submarine Squadron in 1975, the Walrus has steamed over 85,000 miles. The commission has included two successful deployments to the East Coast of Canada, together with the regular tasks of the Commanding Officers' Qualifying Courses, Portland and various trials.

The Walrus was launched in 1959 by Princess Alice, Duchess of Gloucester, who has remained associated with the submarine throughout each of the four commissions, and honoured the Walrus with a visit at Ipswich recently.

The Walrus is currently awaiting refit alongside in Devonport.

The time has come, the walrus said'

NAVY NEWS IN BRIEF

□ □ □

The Royal Naval Museum, Portsmouth, has been presented with a superb model of Captain Cook's ship, the Endeavour, and an unusual model of H.M.S. Victory made from 40,000 matchsticks.

The Endeavour model, believed to be the most detailed of its kind, was presented by 89-year-old Mr. Whitaker, a former Modeller to

the Director of Naval Construction, who built the model between 1928-1932. The model of H.M.S. Victory was presented by Mr. David J. Holmes, who used £200 worth of glue in the assembly.

□ □ □

A picture of Capt. Bill Shelford, the first H.M.S. Vernon-based Superintendent of Diving, was unveiled by his widow, Mrs. Jean

Shelford, during a visit to the Portsmouth establishment. The picture hangs in the recently completed Shelford Building, which houses the new sick bay and divers' changing and shower facilities.

□ □ □

The Communications Centre at the R.A.F. Central Distribution Agency, Thatcham, has won its eighth Silver Comstar for the speedy and accurate handling of signals. Officer in charge of the centre is Lieut. A. J. Cooper R.N., Naval Liaison Officer.

□ □ □

Custody of a collection of papers of Admiral of the Fleet Lord Fisher has been awarded to Churchill College, Cambridge. The papers were accepted by the Government in lieu of estate duty due on a Scottish estate.

□ □ □

The Captain of H.M.S. Excellent planted an oak tree in Portsmouth to commemorate the life of Admiral of the Fleet Earl Mountbatten of Burma. Capt. Richard Bethell was invited to plant the tree at Stamshaw and Tipner Leisure Centre by the members.

□ □ □

Submariners from 12 countries met at H.M.S. Dolphin for a conference on escape and rescue techniques.

□ □ □

H.M.S. Speedy, the Royal Navy's first jet-powered hydrofoil, has been towed to Vesper Thor-

MORE DCIs

☆ Certificate

All Seaman Group ratings are reminded that the Department of Trade recognises R.N. sea service and helmsman's time as part of the qualifications for a Merchant Navy able seaman certificate. Full details are given in the official announcement.

DCI (RN) 710

☆ No smoking

"No smoking" areas in the Service may be extended, but the extent to which this is practical is being left to commanding officers' discretion, "having regard to local circumstances and the interests of smokers and non-smokers alike."

DCI (RN) 685

☆ Save it

When petrol begins to run out at the garages, everybody becomes aware that all the talk about "energy crisis" affects us individually — and individually everybody can help in saving fuel. A Ministry of Defence statement points out that "economy in the use of domestic fuels will remain an absolute necessity in the foreseeable future," and says that commanding officers are to see that all personnel have attention drawn to the needs of the situation.

DCI (RN) 691

☆ NAMET waived

Because of the continuing shortage of leading rates in the Operations Branch (Seaman Group), the educational requirements required for advancement (NAMET 5.5) may be waived for the time being. Ratings who obtained advancement through the exercise of this waiver cannot become petty officers unless they subsequently obtain the necessary educational qualifications.

"Domestic fuels" are fuels used for heating, lighting, cooking and for industrial purposes, and embrace furnace fuel oils, electricity, gas solid fuel and liquid petroleum gas.

DCI (RN) J 700

☆ Jupiter award

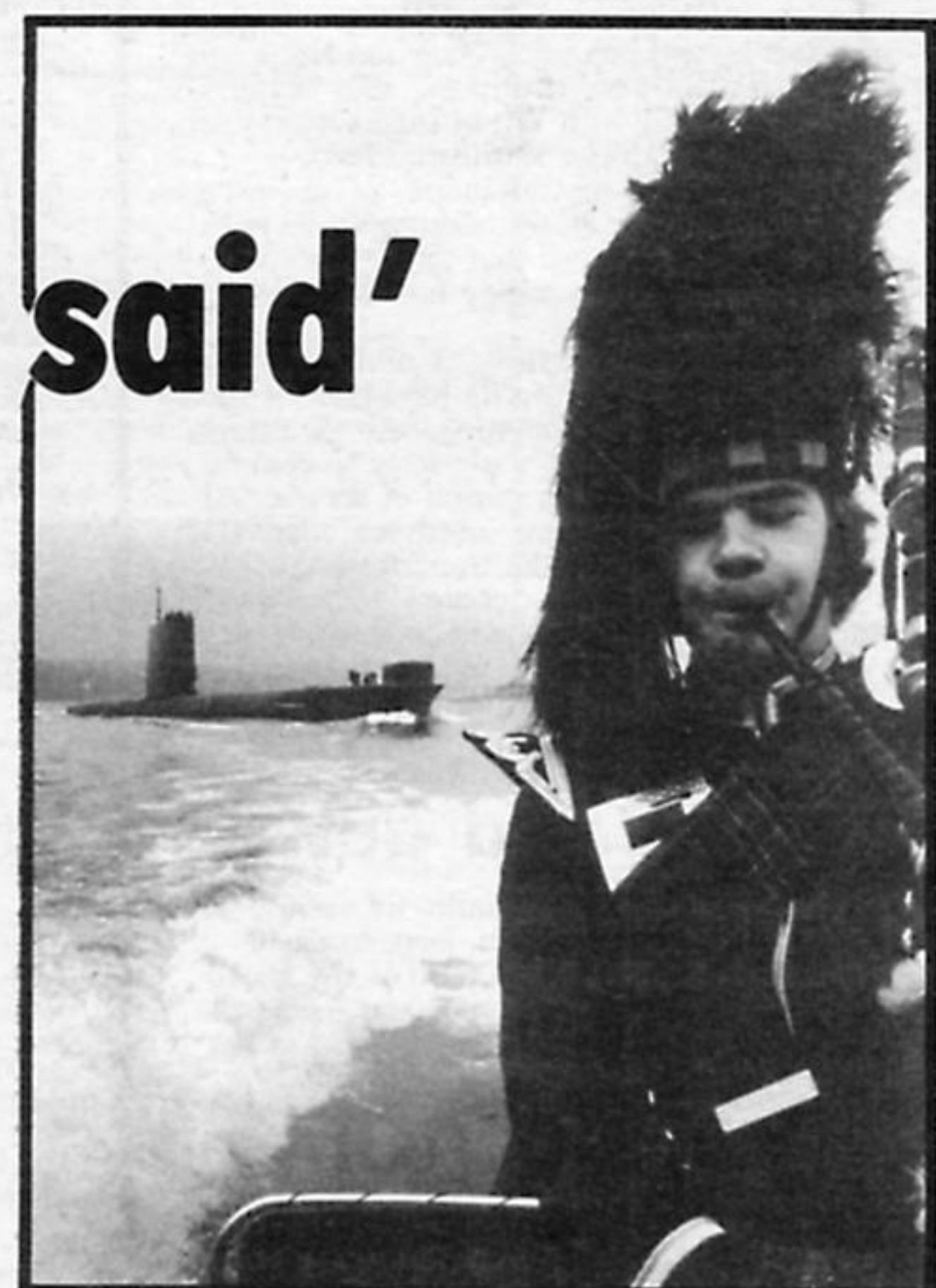
A salvage award has been made to H.M.S. Jupiter for services rendered to the yacht Limey on 21 and 22 January 1978.

DCI (RN) 711

☆ Waste war

A joint services film, "Energy — War on Waste," has been made with the intention of showing individual Service men and women, and civilian employees, what they can do to avoid wasting energy. Ships and establishments are to arrange the showing of the film to the widest possible audience.

DCI (RN) 725



A piper laments the passing of H.M.S. Walrus as she pays off into refit.

nycroft's Portchester shipyard to be fitted out. The 50-knot craft was bought for £6.25m. from the Boeing Company in Seattle and shipped to Southampton. H.M.S. Speedy is expected to commission in June and start a year of trials and evaluations. She will be based in H.M.S. Vernon.

□ □ □

A new gallery was opened at the National Maritime Museum on December 5 by the Minister for the Arts, Mr. Norman St John Stevas. It illustrates shipbuilding in iron and steel, and cargo han-

dling from Roman times to the present day.

□ □ □

The Staff Officers' Mess in Portsmouth Naval Base, built in 1729 to the orders of George II, has celebrated its 250th birthday with a formal mess dinner. Believed to be the oldest officers' mess in the Royal Navy, it now provides office accommodation for the staff of the C-in-C Naval Home Command and also serves as a lunchtime mess for officers working in the naval base.



"He wants some more leave, Sir. Says he was so busy enjoying Christmas he missed seeing the New Year in!"

NEWSVIEW

It's what they joined for ...

Action, etiquette, Spithead pheasant, woolly pullies ... what's the link? Answer: It's a random sample of the bait dangled to tempt young men into the Service on the newly-announced 3½-year commission for Seaman officers. Many people will already have seen the bold adverts.

From A to W the attractions are spelt out. Boxing, bunks and boarding parties ... job satisfaction and judo ... Nato and Northern Lights. So the lure continues, all 145 items of it, concluding with Wrens (make what you will of that) and The World (no less).

Undoubtedly, the attention of many a young man will be drawn, although if he joins and achieves only half that lot in 3½ years, he could well end a happy but debilitated Superman.

Certainly the advertising is nothing if not original, and may it do its job. Idea of the new Short Career Commission is to attract men not wishing at an early stage to commit themselves to a longer period of service. At the same time the Navy needs an adequate return of service for the training given.

If these young men succeed, find Service life to their liking and wish to stay on they will provide a welcome long-term boost to the Seaman officer lists. But we wonder if they'll tick off the 145 attractions as they go along

Their sad duty

Patrol work and the hunting of vessels — whether warship or civilian, large or small — have traditionally formed part of the bread and butter stuff of naval life, and the years have brought increased sophistication to the task.

About the Navy's current "catching" role in the Far East, however, there is a simple sadness. Around the Hong Kong coasts the Navy has the duty — as our centre pages depict — of intercepting the flow of humanity which for much of the time, and frequently in large numbers, seeks to enter the colony by sea illegally.

Men, women and children launch themselves towards what they hope will be a new life in Hong Kong, risking life and limb and often at great financial cost.

The task of the men of the Royal Navy, including its Chinese Division, is to intercept as many as possible, treat them with fairness (and firmness where necessary) and pass them on to the authorities, who rapidly return them across the border with China.

It is part of a perplexing problem which is one for the politicians and diplomats to solve (if that is possible). Meanwhile, the Navy can take immense pride in the understanding and sympathy it brings to a situation which can be difficult, emotional and tragic, as well as having its humorous moments.

Warneford's ten days of glory

"He who defied the storm has been killed by a breeze" said the newspaper *Paris Soir* in an epitaph on a naval hero who in the space of ten days achieved world fame, won the Victoria Cross, fell in love with a beautiful French woman ... and died.

Rex Warneford's family were coat-of-arms stock, and in the second year of the First World War, when he was in his early twenties, he volunteered for the Royal Naval Air Service. Three weeks later he qualified as a pilot (yes, three weeks), and was soon in France attacking enemy aircraft and straffing observation balloons.

Our flying men then had machines with nicknames like "birdcages" and "flaming coffins." They looked as though one good kick could flatten them.

Burned brightly

Like an electric bulb fed with too great a voltage, Rex burned brightly into his duties, earning a reputation as a madman and dashing into action as if he had no tomorrow.

Something of a loner, he was delighted to get a single-seater plane, a Morane-Saulnier Parasol, which was one of the first to be fitted with a machine-gun firing forward through the two bladed propeller.

This was at the time when German Zeppelins were raiding England. These long, slender, ominous-looking craft might appear a sitting duck for a fighter aircraft, but the planes of those far-off days could only climb slowly, whereas the Zeppelin could bound upwards at 1,000 feet a minute. They also had gunners.

On June 6, 1915, Zeppelin LZ37 left occupied Belgium heading for a bombing raid on London, but fog blotted out the course and it turned about.

Swept by bullets

At one in the morning of June 7, Rex was sent up in his Morane to intercept the Zeppelin, and suddenly he spotted it, silvered by the moon, floating dreamlike back to its base.

He got into position to drop his bombs on the monster, but was spotted and driven off by gunfire. Though swept by bullets there was no mortal wound, and Rex waited for another try. The short summer night was nearly over as Rex swooped down in the dawn, released his bombs and had his frail machine flung about by the curtain of flame which roared upwards as the Zeppelin exploded.

For a time he flew upside down, and eventually landed in enemy territory, but managed to take off again and reach safety.

On June 8, when he awoke in the evening, it was to receive a telegram from Buckingham Palace, conferring upon him the Victoria Cross — one of only two awarded to naval airmen in the First World War.

At once he became a national hero, in France



Right — Rex Warneford, V.C. The oil painting by Ralph Gilles Cole was specially commissioned by the Fleet Air Arm Museum at R.N. air station Yeovilton, and is part of the permanent Warneford, V.C. exhibition now open at the museum. The painting depicts Warneford's Morane-Saulnier Parasol flying away from the Zeppelin he had just bombed.

A new book entitled "Warneford, V.C.," written by Warneford's second cousin, Mary Gibson, and published by the Fleet Air Arm Museum, was launched at the opening of the Warneford exhibition on November 7 by the Flag Officer Naval Air Command, Rear-Admiral E. R. Anson.

Mary Gibson has donated the entire copyright of her book to the museum to assist its building fund. A £360,000 extension is now nearing

completion and will be opened next June.

Also present at the book launching was Mrs. Jeanne Dodington, sister of Rex Warneford.

as well as England, gaining from our allies the Knight's Cross of the Legion of Honour.

In Paris to receive the decoration he was fêted everywhere — handshakes, flowers, gorgeous girls and champagne all the way. Soon he had eyes for only for society hostess Baroness de Laroche, and was in love for the first time.

At one restaurant, the orchestra was playing and the lights were low. A cigarette girl went up and gave him a bunch of red roses from her tray. "Pour vous monsieur."

But in the heat of the room the blooms were wilting, and at once the crimson petals began to fall. The girl burst into tears, ashamed that her gift was composed of fading flowers, and murmured in broken English, "I brought them to wish you happiness when you go back to England."

Taking her hand, Rex replied, "Made-moiselle, thank you for your flowers, but they will be for my grave. I will not live to see England again."

That was June 16. Next day Rex took up a journalist for a short flight, and as the Baroness arrived at the airfield in her limousine, the tail broke away from the aircraft, and two bodies plunged to earth.

Rex's "crowded hour of glorious life" had ended.

His second cousin, Mary Gibson, has written an enthralling biography, "Warneford, V.C.," published at £3.75 by the Fleet Air Arm Museum, Yeovilton, where displays include a "Warneford VC" exhibition.



HONG KONG PATROL

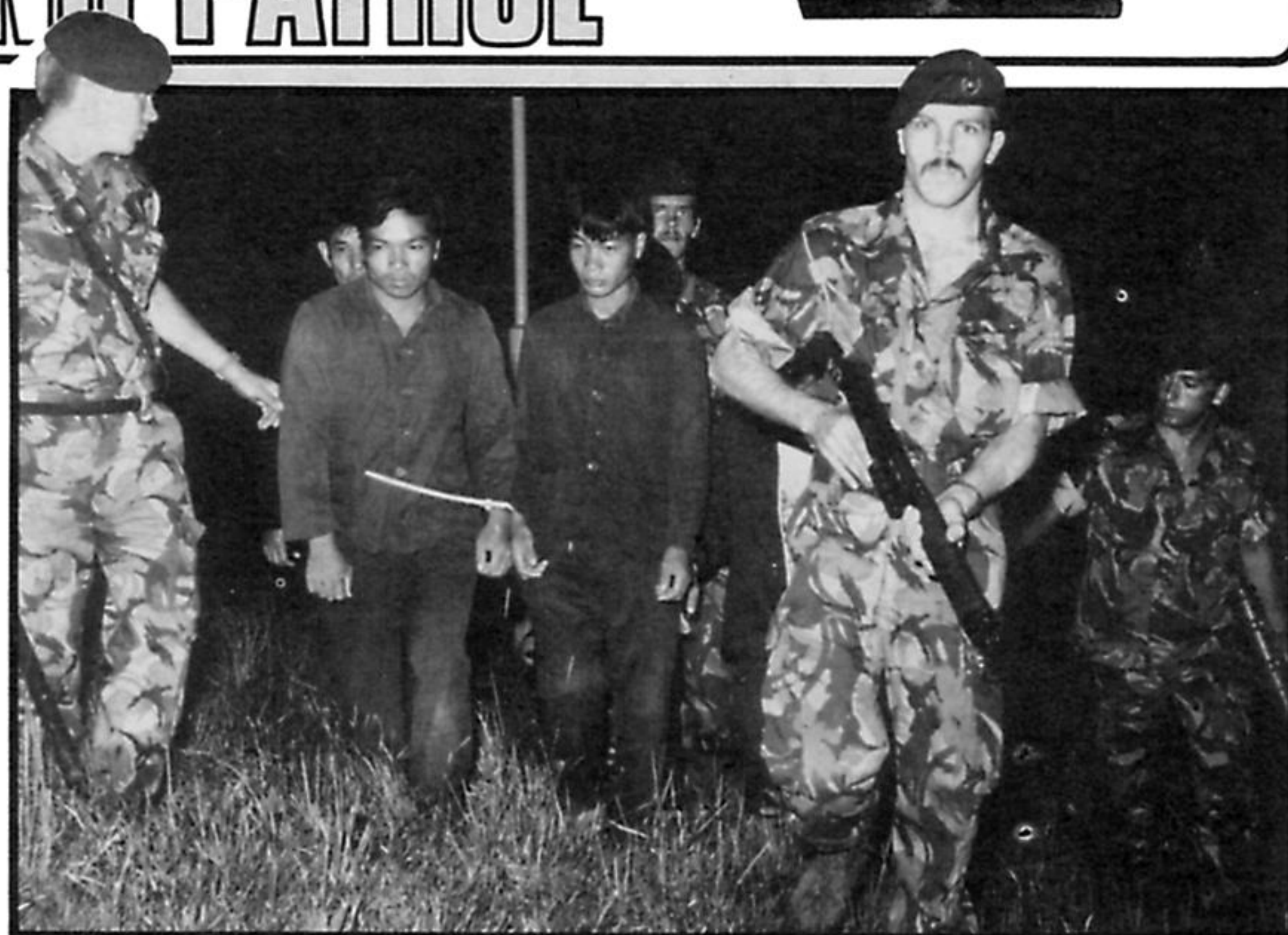


Hong Kong remains a magnet with a powerful draw . . . The role of the Royal Navy and Royal Marines in stemming the flow of men and women trying to enter the colony illegally is described below and on pages 20, 21 and 22.

Dawn sweep on 42nd Street

● Right: Some of the night's "haul." On the border a group of illegal immigrants caught trying to cross into Hong Kong is escorted away by men of 42 Commando. Later in the day the "I.I.s" will be returned across the border to China.

● Below right: Flotation devices in wide variety are used by would-be illegal immigrants heading for the colony. Here Marines McAleer and Hallam retrieve one of the flimsy "boats."



At least it was different. To uniformed men, border patrol comes in all shapes and locations. So after Northern Ireland and Norway two months on the Hong Kong-China frontier provided some contrast for men of 42 Commando R.M.

From fishponds and marsh in the west, through rolling terrain, paddy field and scrub in the middle, to ravine-scarred hills in the east, the Commando was responsible — under command of the Gurkha Field Force — for most of the colony's border.

Maintaining a round-the-clock vigil, the Commandos tracked down and arrested illegal immigrants ("I.I.s"). At the same time they faced the Chinese 42nd Army on the other side (so naturally the land frontier soon became 42nd Street).

For 24 hours a day the Marines manned a dozen permanent observation posts overlooking the border which follows the Sham Shun river meandering from east to west. Included were dawn sweeps and night ambush patrols directed by use of night observation devices. Helicopters were sometimes used.

**Pictures: PO(Phot)
Peter Holdgate**

● Left: On border patrol with 42 Commando Lieut. Mark Spicer and L.Cpl. Andy Giles question sampan women who were crossing the China-Hong Kong river border with food.



Meanwhile, at sea . . .



● A junk has been apprehended by a Rigid Raider operated by L Company of 42 Commando and now an R.N. patrol craft goes alongside to make a thorough search.



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Rewarding

In M Company's area was the police post overlooking the spot where repatriation of the refugees to China took place each afternoon.

For the Marines the catching was a rewarding, valuable training period in teamwork, but what followed was often an emotional experience even for the toughest Royal.

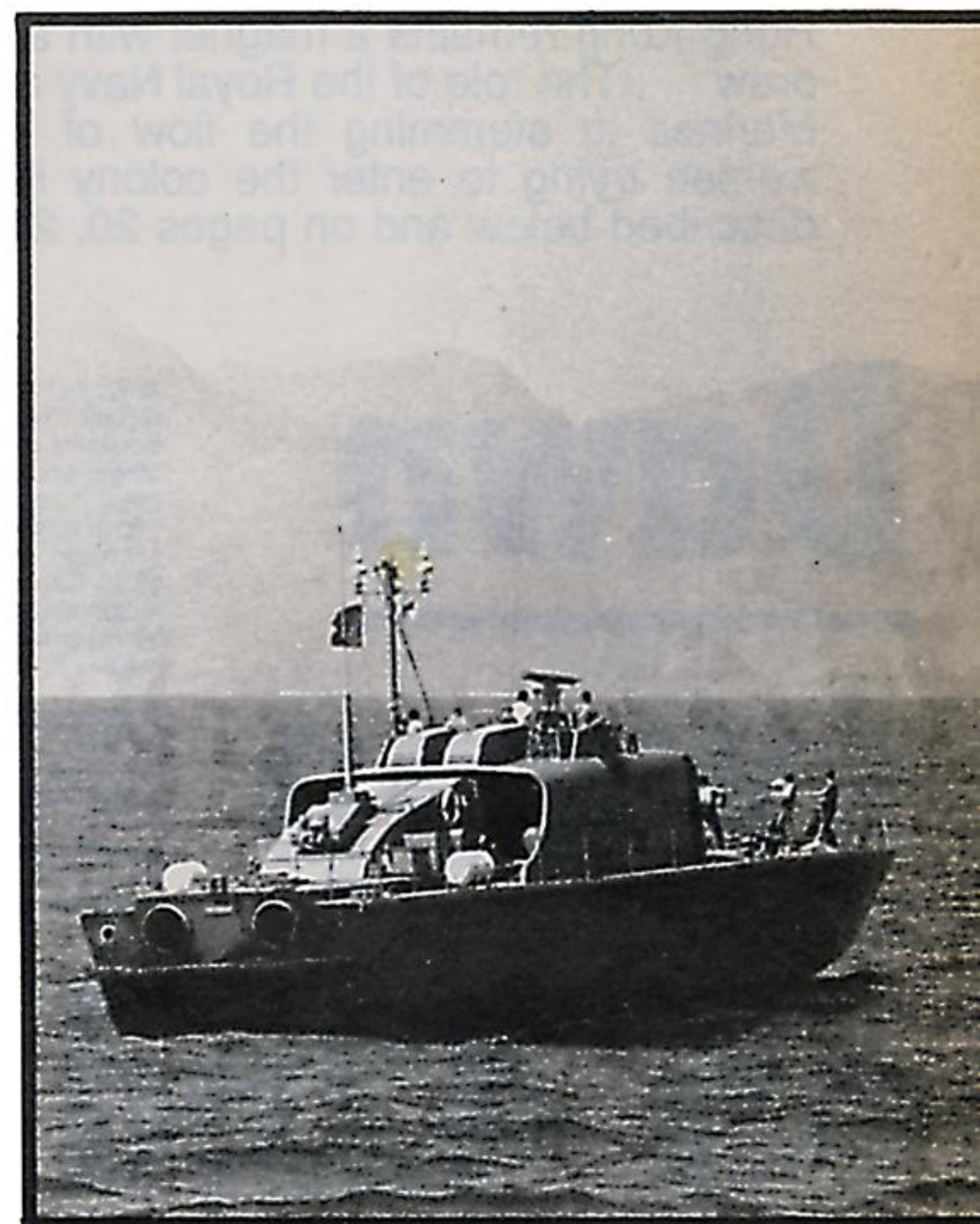
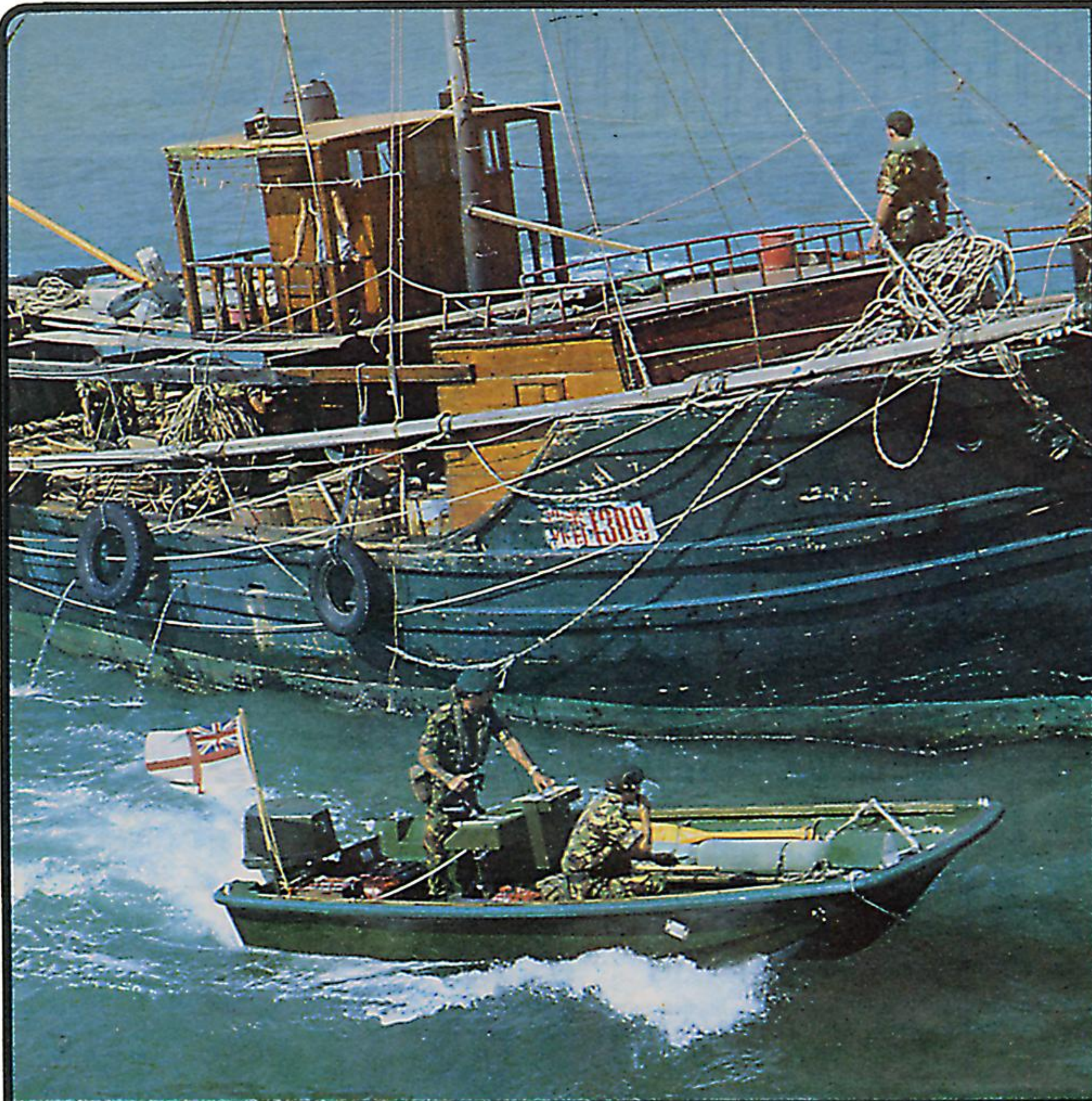
The women (about half the "I.I.s" were female) often cried and became hysterical, although calmed with sympathetic treatment, while the men rarely struggled but accepted their fate in dour, disconsolate silence.

After repatriation they are punished — but often try again. One man captured had been caught 11 times before!

Continued on Page 22



HONG KONG



● Sea patrols operated by L Company of 42 Commando R.M. proved highly successful during 42's two-month spell in Hong Kong. In all, they caught 1,564 illegal immigrants at sea, many of them by use of Rigid Raider craft. Left: the Commandos used a Rigid Raider in searching a junk.

● Above: After illegal immigrants have been taken off sampans, their



● Illegal immigrants packed into a flimsy craft wait to be taken on board H.M.S. Wasperton.

Pictures: PO(Phot) Eric Rooke

Their task: slow boats

It's busy times in Honky Fid. Reinforced to deal with the tragic flow of illegal immigrants and Vietnamese refugees towards the colony, the Royal Navy in Hong Kong has just completed a year which saw routine patrol work transformed into a round-the-clock role demanding alertness and humanity.

In the sea approaches to the glittering, teeming target of Hong Kong, the Navy's main task in recent months has been to pinpoint and intercept the would-be immigrants as they aim in makeshift craft from China towards a new life in the colony.



— H.M. ships Wasperton, Beachampton, Monkton, Wolverton and Yarmton. Not one will ever see 21 again, and some boast guns of Second World War vintage.

Operating from the basin in H.M.S. Tamar, in the shadow of the towering white edifice of the new Headquarters British Forces Hong Kong, the patrol ships nose round rocky coasts and islands patrolling the well-sailed immigrant routes and constantly on the lookout for enterprising new "dodges."

Often the "I.I.s" — as they are dubbed — come by night, sometimes in batches, especially when wind and weather are favourable. They come in clapped-out, water-swilled sampans; they swim (sometimes attempting 15-20 miles with flotation devices as reliable as inflated rubber gloves); and more recently there is evidence of faster, more sophisticated craft.

Skill in spotting the "wrong uns" is part of the technique



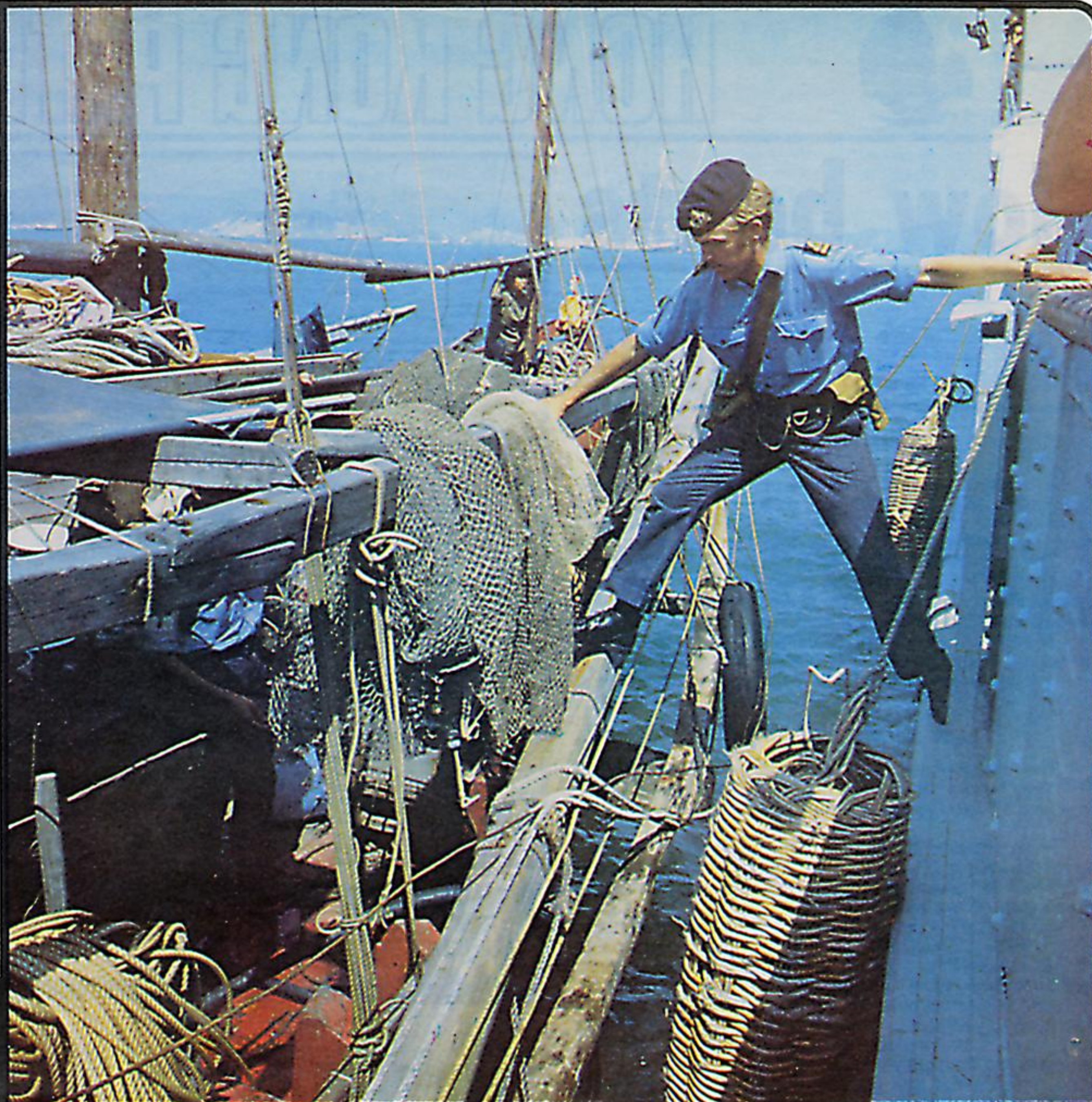
● The patrol craft H.M.S. Wasperton co-operate in a winching operation to take illegal immigrants in Hong Kong waters.

ING PATROL



craft are usually destroyed by holing, ramming or explosion to avoid hazard to navigation. This is the end of a sampan, the explosion being supervised by H.M.S. Scimitar.

● Right: Over he goes: Boarding a Chinese junk from a patrol craft of the Hong Kong Squadron involved in the search for illegal immigrants is Lieut. Paul Buckley.



to stop the from China

Shouldering the main burden are the ageing, but still sturdily effective, patrol ships of the Hong Kong Squadron in the busy waters round the colony, and the Navy can claim a considerable success rate. Assisting the patrol ships have been two SRN-6 craft from H.M.S. Daedalus; the fast patrol boat H.M.S. Scimitar; nippy Rigid Raider craft operated by the Royal Marines; H.M. tug Clare; and some of Tamar's own motor launches — the T-boats.

Radar locates the smallest of craft — it will even show individual swimmers in calm conditions. The "I.I." men, women and children, often exhausted and resigned to their fate, are taken on board the R.N. vessels, having been given instructions by an interpreter, usually an R.N. Chinese Division member of the ship's company.



Tales, both sadly humorous and harrowing, abound. "I.I.s" have been brought aboard with terrible shark injuries. There are instances of mothers, knowing they are to be repatriated, thrusting children into sailors' arms in the hope that they at least can stay. Sometimes "I.I.s" are recognised as having been round the course before — five or six times.

After the would-be immigrants have been taken on board — a patrol craft has had more than 300 at a time — their sampans are sunk by ramming, holing or explosive to ensure they do not endanger navigation.

Then the "I.I.s" are passed on to the Marine Police, whose work the Navy supports. Daily the haul at sea and at the land border with China is passed back to China at the Police Post at Man Kam To in the New Territories. Some days there are many hundreds. In one month last year, 14,000 were passed back.



ton and a Sea King of 824 Squadron
ation during the search for illegal
s.



● Many of the illegal immigrants are women, and some bring children. Resigned dejection shows on the face of this mother whose child has had a sad start to life — arrested on the high seas before even able to crawl. Their boat had been apprehended by an R.N. patrol craft.

● Continued on next page



HONG KONG PATROL



Slow boats from China

Continued from Page 21

A different problem which also reached flood proportions during the year was that of the Boat People. As television viewers will recall, these refugees from Vietnam made a pathetic spectacle as they drifted towards the colony.

The Navy became involved in this problem in which the refugees are accepted into the colony and are placed in camps to wait, hopefully, to be settled in other parts of the world. Some have come to Britain.

The British Services reinforcement in Hong Kong gave the opportunity to a number of officers and ratings in ships in refit to volunteer for short, interesting duty in ships in the colony.

Sea Kings detached

The reinforcement hovercraft, which are able to operate in shallow waters, have been based at Stonecutters' Island as were the Rigid Raiders operated by men of 42 Commando R.M.

From ships on the Group Eight Far East deployment the two Sea Kings of A Flight, 824 Squadron, were detached to operate for a spell from R.A.F. Sek Kong, mainly on surveillance of sea lanes.

It has certainly been a lively testing spell for the vintage patrol craft — they are due for replacement in the early and mid 80s — and their ship's companies of U.K. and Chinese Division ratings have quickly accepted the rise in pace. Inevitably saddened by some of the experiences and sights, they have aimed at firm but sympathetic treatment as they carry out an operational role in support of the policy of limiting the influx into the tightly-packed towers and streets of Hong Kong. In sunshine and typhoon — and just like the Navy always does — they take it as it comes.



DAWN SWEEP

Continued from Page 19

Meanwhile L Company was deployed under the command of the Royal Navy as a fast patrol boat company.

Before leaving the U.K. 36 novice coxswains were given four days training each. Then, around one of the busiest harbours in the world, the operational duty was nearly all at night. Among the variety of boats issued to the Company, the Rigid Raiders proved ideal for the task.

Distressing

Many arrests were made, some in conjunction with the Royal Hong Kong Police. And there were many distressing tales of people taken from the water with rudimentary swimming aids and who would have died if not "arrested." Many bodies were also found.

Following their Hong Kong tour, during which they caught a total of 3,000 illegal immigrants on land and sea, 42 Commando are now preparing for New Year deployment in a somewhat colder climate — Norway.

Death in tow

● A Gemini manned by four men from one of the Hong Kong patrol craft takes in tow a small boat carrying illegal immigrants. Behind the Chinese boat is towed the body of another would-be immigrant who has died somewhere on the voyage.



● All washed up — with a packet of Daz. Humour breaks through to ease what could be a tense situation before this illegal immigrant is returned to China. He is believed to have made the "circuit" at least four times and, while having a quick wash and brush-up before being sent back, was offered some washing powder by Sergt "Scouse" Quirk, of 42 Commando.

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PEN PALS

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:
Susan (18), single, 5ft. 5in., blonde hair, blue-green eyes, Cardiff.
Valerie (38), divorced, 5ft. 8in., blonde hair, blue eyes, Herne Bay, Kent.
Elaine (20), single, dark hair, brown eyes, France.
Linda (20), single, 5ft. 2in., brown hair, blue eyes, Aldershot, Hants.
Marina (27), separated, 5ft. 3in., brown hair, green eyes, one son (3), Bristol.
Catherine (20), single, 5ft. 7in., brown hair, blue eyes, Solihull, W. Midlands.
Elizabeth (19), single, 5ft. 2in., brown hair, brown eyes, Sherborne, Dorset.
Julie (21), single, 5ft. 6in., brown hair, hazel eyes, Manchester.
Lisa (48), widow, 5ft. 6in., brown hair, hazel eyes, Widnes, Cheshire.
Pam (50), divorced, 5ft. 8in., brown hair, hazel eyes, Gosport, Hants.
Patricia (20), single, 5ft. 7in., brown hair, brown eyes, Ryde, Isle of Wight.
Krys (23), single, 5ft. 6in., brown hair, blue eyes, Northwich, Cheshire.
Ann (19), divorced, 5ft. 7in., brunette, blue-grey eyes, Bristol.
Elaine (35), divorced, brunette, blue eyes, Southend-on-Sea, Essex.

Wendy (17), single, brown hair, green eyes, Ladbroke, Stroud, Gloucestershire.
Debbie (18), 5ft. 2in., blonde hair, green eyes, Gloucester.
Pauline (18), single, 5ft. 6in., auburn hair, grey-blue eyes, London.
Carol (17), single, 5ft. 4in., blonde hair, blue eyes, Ladbroke, Stroud, Gloucestershire.
Thelma (40), divorced, brunette, brown eyes, Didcot, Oxon.
Joyce (42), widow, 5ft. 7in., brown hair, brown eyes, Jarrow, Tyne & Wear.
Sharon (22), single, 5ft. 3in., brown hair, hazel eyes, Rayleigh, Essex.
Helen (16), brown hair, green eyes, Halifax, Yorks.
Jayne (21), single, 5ft. 6in., brown hair, green eyes, Morecambe, Lancs.
Kay (18), single, 5ft. 4in., brown hair, blue eyes, Rhonda, Glam.
Sarah (15), 5ft. 8in., blonde hair, blue eyes, Fife, Yorks.
Mary (21), single, 5ft. 6in., blonde hair, blue eyes, Lee-on-Solent, Hants.
Maureen (37), divorced, 5ft. 4in., red hair, brown eyes, Rugby, Warwickshire.
Gill (17), single, 5ft. 5in., blonde hair, blue eyes, Bristol.
Beverley (15), 5ft. 2in., blonde hair, green eyes, Hyde, Cheshire.
Karen (18), single, 5ft. 4in., brown hair, blue eyes, Exeter, Devon.
Nicole (18), single, 5ft. 2in., auburn hair, hazel eyes, Tonbridge, Kent.
Dorothy (44), widow, 5ft., dark hair, blue eyes, Keighley, Yorks.
Anne (33), separated, dark hair, three children, Portsmouth.
Jeanette (43), divorced, 5ft. 8in., fair hair, blue eyes, Glastonbury, Somerset.
Dorothy (24), single, 5ft. 5in., brown hair, blue eyes, Warrington, Cheshire.
Jackie (17), single, 5ft. 3in., red hair, blue eyes, Bedford.
Carole (16), chestnut hair, hazel eyes, Leeds, Yorks.

Dawn (22), single, 5ft. 4in., blonde hair, blue eyes, Leeds, Yorks.
Gina (19), single, 5ft. 3in., red hair, Chelmsford, Essex.
Debra (18), single, 5ft. 4in., brown hair, hazel eyes, Newport, Isle of Wight.
Wendy (16), 5ft. 7in., brown hair, hazel eyes, Victoria, Australia.
Anne (17), single, 5ft. 1in., brown hair, hazel eyes, New Malden, Surrey.
Debbie (17), single, 5ft., brown hair, hazel eyes, Oxford.
Lynn (20), single, 5ft. 7in., brown hair, Wellingborough, Northants.
Rena (18), single, 5ft. 4in., auburn hair, Fife, Scotland.
Tracy (16), 5ft., brown hair, brown eyes, Newmarket, Suffolk.
Angie (26), divorced, 5ft. 8in., brown hair, brown eyes, one son (5), Havant, Hants.
Kerry (15), 5ft. 2in., brown hair, blue eyes, Carshalton, Surrey.
Isabel (38), widow, 5ft. 4in., ginger hair, blue eyes, Carlisle, Cumbria.
Elizabeth (25), single, 5ft. 3in., brown hair, brown eyes, Sunderland.
Vicki (34), divorced, 5ft. 4in., fair hair, green eyes, two children, Dundee, Angus.
Jean (41), divorced, 5ft. 4in., brown hair, blue eyes, Cornwall.
Dawn (16), 5ft. 7in., brown hair, blue eyes, Cornwall.
Georgina (29), single, 5ft. 2in., blonde hair, blue eyes, London.
Ann (34), single, 5ft. 8in., chestnut hair, brown eyes, London.
Dawn (21), single, 5ft. 3in., fair hair, green eyes, Leicester.
Beryl (45), widow, 5ft. 6in., fair hair, blue eyes, Plymouth.
Sharon (16), 5ft. 5in., brown hair, blue eyes, Lymington, Hants.
Aileen (17), single, 5ft. 4in., brown hair, brown eyes, Banbury, Oxon.
Yvonne (17), single, 4ft. 11in., brown hair, grey eyes, Neston, S. Wirral.

Five men sent to tackle an army

When the Japanese forces were on the point of surrender in the Second World War, the thought uppermost in the minds of the Allies was the safety of thousands of prisoners-of-war, who were the remnants surviving the barbaric treatment by their captors.

A personal eye-witness account of happenings in one prison camp area has been given by Gideon Francois Jacobs, in a book *"Prelude to the Monsoon"* published in 1965 in South Africa. It has now been re-issued in the U.K. and is

available from George Mann Books (price £3.95).

The author recounts that as a major in the Royal Marine Commandos, aged 23, he led a party of five who were parachuted into the jungle of Sumatra, there to await the days before the official capitulation of the Japanese.

When the radio news came, they emerged from hiding for the first, tense contact with the enemy, not knowing whether the arrogant and unbeaten troops there would co-operate in immediate efforts to liberate the prisoners from their vile conditions.

Success or the bayonet could only have been a hair's breadth apart. The island's Japanese army was 80,000 strong, possessed only of contempt for the Whites they had crushed so decisively.

However, besides the rescue of the prisoners, Mr. Jacobs was also embroiled in the political scene leading to the new Indonesian Republic. As he says, "the events which occurred in 1945 have cast long shadows... threatening the whole future stability of the continent of Asia."

The author explains that he has altered some of the names and locations of minor occurrences, but not the important facts. He writes in a

dramatic way, giving such detail of conversation and event that the impression is of practised skill.

Only a very unusual mind could remember what was said 30 years before, and in that sense the book is perhaps more of a novel based closely on the facts.

The author believes that his book helps to fill a gap in the recorded history of events in post-war Asia. It is certainly a remarkable story, carried along at cracking pace, with no chance missed to include the omens and portents associated with the mysterious East.

BOOKS

THE FAMOUS FOUR

H.M.S. Curlew, one of the 'Valiant Quartet'



Only those with clear memories of the early years of the Second World War can fully understand the near-despair among both the armed forces and civilians in the face of defeat after defeat.

Huge areas of our cities lay in burning ruins, while men of the Royal Navy, the Army, and the Royal Air Force found themselves against an

enemy far more powerful, and seemingly invincible.

Underneath the British anxiety was obviously a determination which was to win through, but the will to fight on also springs from other, indefinable influences.

In the First World War, men on leave from the trenches were uneasy to get back to the muck and horror — and almost certain death. Who can understand that, or believe it?

Yet listen to the voice of a 1939-45 sailor in Alexandria aboard a British cruiser, on the receipt of a draft home.

He and his friends "numbed and dulled by recent events found themselves gripped by a strong reluctance to leave and face separation from the close intimacy of companions who had shared private, inhibited fears of death and the contrasting, but rare, moments of exhilaration during runs ashore.

"There was also the fact that in May

1941, the future of the war as seen from the mess-deck of a damaged, worn-out ship of war, presented only a vista of eventual defeat by a strong, ruthless enemy.

"It was a paradox that the only stable factor seemed to remain with mess-mates and friends in a ship ever liable to be sunk, or death waiting from the next shell, bomb or torpedo.

A.A. cruisers

"Only the inexorable disciplines of a naval routine prevented emotional requests to cancel a draft home to the United Kingdom."

The man who penned those words has put them in a book, *"Valiant Quartet"* published by William Kimber (price £9.95).

It tells of the story of four light cruisers, Coventry, Cairo, Calcutta and Curlew, which were built in the First World War, and converted into anti-aircraft cruisers for the second.

Volunteers

All were destroyed by the enemy, but before going down they lived through one military disaster after another — the Norwegian campaign, the evacuation at Dunkirk, the ill-fated expedition to help Greece, and endless encounters with screaming dive-bombers.

There were other anti-aircraft cruisers, but the four in the story had one special thing in common. Into each in 1939 was drafted a mobilised unit of anti-aircraft citizen amateur gunners, raised and trained by London Division of the Royal Naval Volunteer Reserve — one of them the author, G. C. Connell.

Comradeship

Mr. Connell served in the Coventry. He has carefully researched the history of the four ships, with a detailed account of the lives of the doomed quartet.

The pages are packed with names which only have meaning for those who were there, but the author has also conveyed, in the simple presentation of facts, that side of war which is bitter struggle without even the hint of victory, but which is also the creator of comradeship enduring for a lifetime.

"Valiant Quartet" is a worthy addition to the honoured name of The Wavy Navy.

Coming through Fastnet

With all sailing folk, the horror of the 1979 Fastnet race remains, emotions being heightened by some unhelpful public comment.

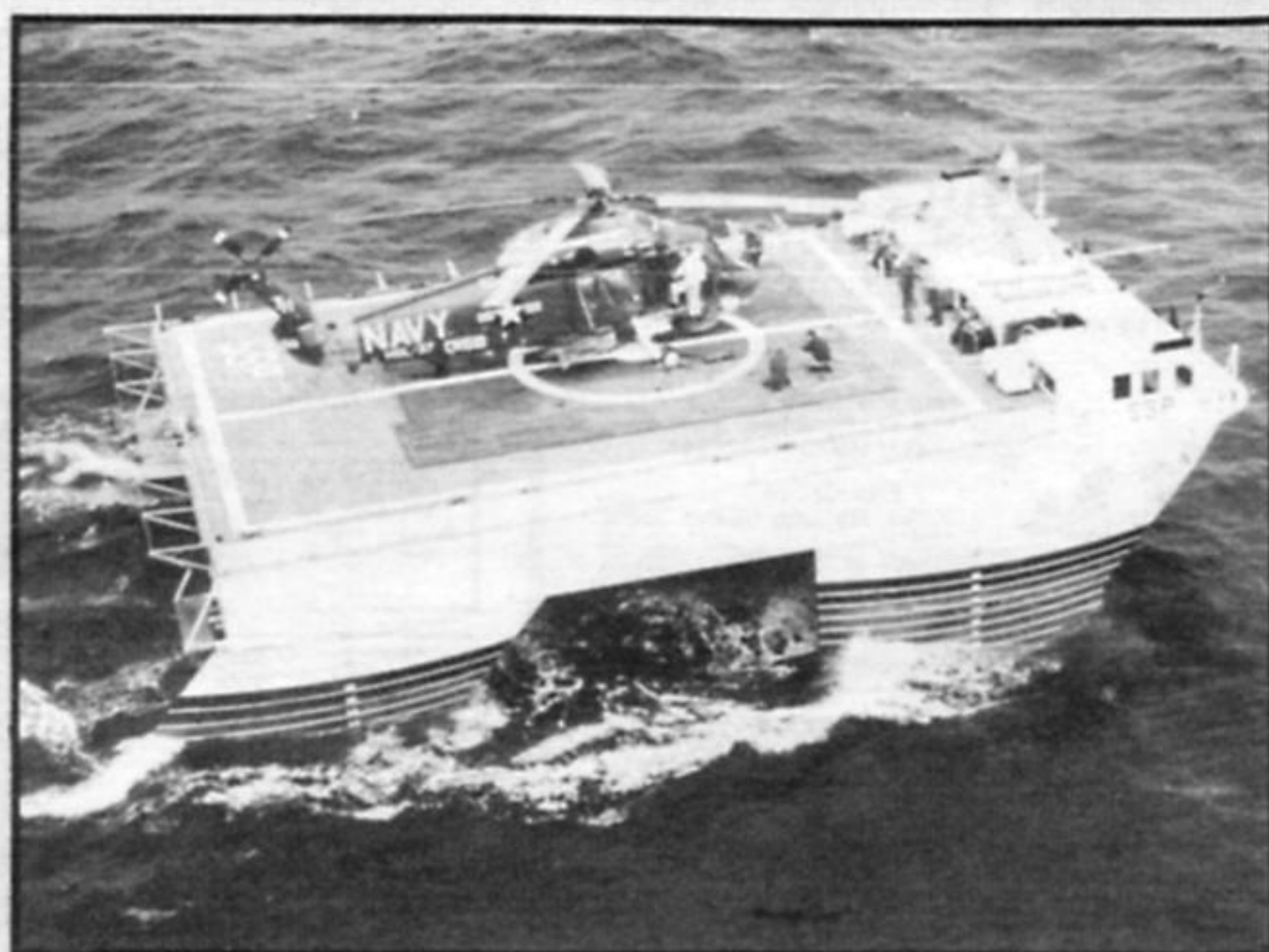
Many personal accounts have already been printed and now comes another, *"Fastnet '79 — The Story of Ailish III"* by L. T. Gardner, published by George Godwin (price £4.95).

Mr. Gardner, former secretary of the Little Ship Club, has not set out to draw conclusions, but merely to record how he and his companions survived the storm, including a knock-down.

NO SAIL

Mercifully, when the mast went beneath the waves, it carried no sail, thus enabling the craft to right itself more quickly. The ending might otherwise have been very different.

Some yachtsmen may feel they have read enough about that storm, but Mr. Gardner has written his story in such a way that non-boating types can follow the drama, thus interesting a much wider audience.



SWATH GOING ON...?

The shape of future warships? ... the U.S. prototype SWATH (Small Waterplane Twin Hull) which at speed rises out of the water like a hydrofoil. Just one of the vessels examined in *"Modern Warship Design and Development"* by Norman Friedman, published by Conway Maritime Press (price £9.50). The author is a strategic analyst at the Hudson Institute in New York.

IN BRIEF

"Sailing Ships of War 1400-1860" by Dr. Frank Howard, published by Conway Maritime Press (price £12.50). A handsome and beautifully illustrated volume which includes ship design, armaments, rigging and decoration. The author is both a nautical historian and ship modeller.

"Air Forces of the World" published by Salamander Books (price £8.95) is a major reference work by a team of authors, giving an illustrated directory of all the world's military air powers. Regarding the suggestion that missiles would take over completely in the air, the book points to the fact that more than 120 nations continue to operate manned air forces.

"Elephant Island" by Chris Furse, published by Anthony Nelson (price £8.50) describes an Antarctic expedition by 16 ordinary Servicemen, who for three months lived through storm and blizzard,

scientifically surveying unexplored lands. It is a great adventure story, and an illustration of the unusual opportunities open to men of the Armed Forces to gain an experience of a lifetime. A full account of the expedition was published in the August, 1977 issue of Navy News.

"Axis Cruisers" and *"Allied Cruisers"*, both by Anthony J. Watts, are published by Jane's in their World War 2 Fact File series. Each is priced at £3.95 (paperback), and provides a readable narrative supplemented by separate sections on technical details of weaponry.

"U-Boats in the Atlantic" by Paul Beaver, is another in the World War 2 photo album series published by Patrick Stephens (price £2.95 paperback). A pictorial record presenting more than 150 photographs of U-boats and their crews, at sea and in harbour.

"British Warships and Auxiliaries" by Mike Critchley, a paperback published by Maritime Books, Duloe, Liskeard, Cornwall (price £1.50 post free). A handy reference book with an introduction by Admiral Sir James Eberle, NATO Commander-in-Chief Channel.

"The Ramage Touch" by Dudley Pope, published by Alison Press/Secker and Warburg (price £4.95). The tenth novel in which the author features the adventures of the young Lord Ramage, now in command of a former French frigate.

"The Modern Soviet Navy" was first published by the U.S. Navy in 1974, being compiled and edited by Norman Polmar. He has revised and updated the work for an edition now available through Arms and Armour (price £6.95).

The book is "an assessment of the U.S.S.R.'s current warships, naval capabili-

ties and developments," with a publisher's preface on additional information which came to light as the work was going to press.

Mention is made of the reported Soviet plan to build a 60,000-ton aircraft carrier to follow the smaller Kiev class, the 25,000-ton nuclear-propelled, missile-armed cruiser building in Leningrad, and the Alfa class of submarine, constructed of titanium, and claimed to be able to dive deeper and travel faster than any other combat submarine in the world.

Anyone in the Service due to go outside could well find absorbing reading in "a comprehensive employment guide for the mid-career job changer." That is the claim for *"The Good Job Guide 1980"*, now in its fourth edition, and published by New Opportunity Press Ltd (price £2.50 soft-back, or £6.50 in hardback).

One hull of a row

Unearthing scandal in relation to the Armed Forces is a revealing (and often lucrative) business. Like the flu, there usually seems to be "a lot of it about."

Author Ron Hayward has gone rather a long way back for *"THE STORY OF H.M.S. MEGAERA"* published by Moorland (price £6.50), but it all began when he was engaged in part-time research at the University of Manchester.

Delving into the history of the engineering firm founded in 1817 by William Fairbairn, he happened upon the tale of the ill-fated Megaera. With appetite whetted he studied further, and the book is the result.

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Surprisingly, the Admiralty, with an apparent ignorance of the new hull material, decided to send the Megaera on a voyage round The Cape to Australia.

With her bottom plates rusted through, she stumbled on, to be beached finally on a tiny volcanic island in the Indian Ocean, where the 300 on board survived for nearly three months before being rescued.

This was a period of rapid change in naval construction, and the Admiralty took a hammering for sending the ship on such a voyage "in defiance of warnings and protests from many competent authorities."

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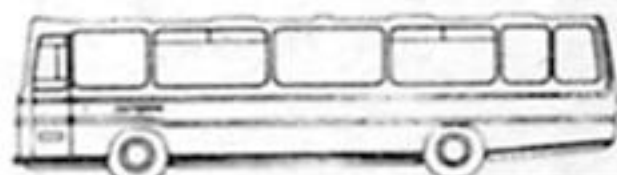
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Sheffield	£10.80	£6.35	Newton Abbot	£8.15	£4.80
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MONMOUTH SCHOOLS

ENTRANCE EXAMINATIONS 1980

The entrance examinations for boarding and day pupils, on which a considerable number of scholarships will be awarded, will take place at the schools in February 1980. Details of the examinations and copies of the Schools' prospectuses may be obtained from the Headmaster or Headmistress.

MONMOUTH SCHOOL

Main School: The examination (for boys over 10 and under 12 on 1st September 1980) will be held on February 16th. Two bursaries reserved for sons of serving members of H.M. Armed Forces will be awarded on the examination. Closing date for application February 9th.

The Grange: The examination (for dayboys and weekly boarders over 7 and under 8 on 1st September 1980) will be held on February 23rd. Further particulars may be obtained from the Master of the Grange, Monmouth School.

MONMOUTH SCHOOL FOR GIRLS

Main School: The examination (for girls over 10 and under 12 on 31st July 1980) will be held on February 2nd. Closing date for application January 25th.

Pre-secondary Department: Tests for girls aged 7 by July 31st 1980 will be held in March. Further particulars may be obtained from the Headmistress.

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The school has a very high proportion of sons of servicemen and it is particularly sympathetic to their educational needs. It can be especially useful when fathers are liable to be posted overseas. The age of entry is 12 to 14 years. There is an entrance examination, which is held in the Spring and Autumn Terms, for admission to the school each September and January.

Full details may be obtained by writing to The Headmaster, The Gordon Boys' School, West End, Woking, Surrey

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SHIPSHAPES IN THE SUN

Left: After a short visit to Lisbon, H.M.S. Broadsword passes under the city's giant suspension bridge on her way out of the River Tagus to the sea.

The ship enjoyed a full programme during her stay in the Portuguese capital and the visit was especially welcomed by the British personnel serving there.

Picture: PO(Phot) Roger Forbes

Below: Silhouetted against the winter sun, H.M.S. Ajax arrives in Portsmouth on December 13 with her battle ensigns flying to mark the 40th anniversary of the Battle of the River Plate.

Meanwhile, ten members of the River Plate Veterans Association were gathering for a reunion with their German counterparts in Montevideo, where the Ajax's predecessor shared a famous victory with the Exeter and the Achilles in the early days of the Second World War.

The three cruisers, under heavy fire, forced the bigger-gunned German pocket battleship Graf Spee to flee for shelter in the neutral waters of Montevideo. When ordered to leave three days later, the Graf Spee's commanding officer ordered the ship to be scuttled and shot himself.

The Leander class frigate H.M.S. Ajax returned to Portsmouth from the Mediterranean, where she spent five days in the city's twin town of Haifa, Israel.

On December 17 the frigate's commanding officer, Capt. M. J. F. Rawlinson, presented the Lord Mayor of Portsmouth with a gift for the city from Haifa.

Picture: PO(Phot) Len Cobbett.

HELP! Volunteers sought for tests

An urgent appeal for volunteers to take part in scientific tests has been made by the Institute of Naval Medicine at Alverstoke.

The tests, conducted in simulated naval environments in a large isolation chamber, will study the effects of various atmospheres and conditions on mental and physical performances and physiological processes.

The results, says the Institute, will be important in setting environmental standards and work routines in naval operations and support situations.

The trials will take place this year from January 21 to March 9; April 21 to May 2; September 16 to October 5; and November 3 to December 13.

FREE FOOD

Volunteers will be paid special allowances in accordance with Naval Pay Regulations. Accommodation and food will be free.

More information may be obtained from the Support Manager or Experimental Research Officer, Environmental Medicine Unit, Institute of Naval Medicine on Portsmouth Naval Base extension 41884.

Interviews will be held as soon as practicable when details of the investigations will be explained and the accommodation and experimental conditions demonstrated.

Cookery results

Full results of the 1979 U.K. Naval Cookery Competition were:

General mess category — 1, H.M.S. Pembroke; 2, H.M.S. Dolphin. Wardroom — 1, H.M.S. Collingwood; 2, H.M.S. Raleigh.

Cookery and Food Association plaques for the highest percentage of marks earned in the competition were awarded to H.M.S. Pembroke (gold), H.M.S. Collingwood (silver) and H.M.S. Dolphin (bronze).

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (Int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during November.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)RS(W) — Dry, 2; LS(EW)LR(W) — Dry, 4; PO(M) — Dry, 8; LS(M) — Dry, 15; PO(R) — Int (6.8.79); 6; LS(R) — Dry, 10; PO(S) — Dry, 4; LS(S) — Dry, 10; PO(D) — Dry, Nil; LS(D) — Dry, 5; PO(MW) — Dry, Nil; LS(MW) — Dry, Nil; PO(SR) — Dry, Nil; LS(SR) — Dry, 3; POPT — Int (13.6.78); 1; RPO — 255; 1; RS — 282; 3; LR(O) — Dry, 15; CY — 110; 1; LR(T) — Int (19.6.79); 6; PO(SM) — Dry, 2; LS(SM) — Dry, 1; PO(TS) — Dry, 17; LS(TS) — Dry, 3; RS(SM) — Int (14.6.77); Nil; LR(SM) — Dry, 2; PO(UW)SM — Int (21.12.77); Nil; LS(UW)SM — Dry, Nil.

PO(MEM) — Dry, 16; LM(M) — Dry, 50; PO(MEM) — Dry, 9; LM(M) — Dry, 14; PO(MEM) — Dry, 9; LM(M) — Int (21.11.79); 19; PO(MEM) — Dry, 10; LM(M) — Dry, 20; POWTR — Int (14.8.78); 5; LWTR — Dry, 5; POSA — 203; 9; LSA — Int (16.5.78); 16; POCA — Dry,

3; LCA — Int (2.10.78); 9; POCK — 456; 3; LCK — Int (5.10.77); 16; POSTD — 208; 3; LSTD — Int (18.10.78); 13; POMA — Int (18.10.77); 4; LMA — Int (11.8.77); 4; POAF/POMA(AE) — 149; 8; LAM(AE) — Int (30.9.77); 17; POEL(A) — 117; 4; LEM(A) — Int (17.6.77); 9; POEL(A) — Int (9.12.77); 9; LREM(A) — Int (28.4.78); 4; POEL(AW) — Dry, 4; LEWM(AW) — Int (26.5.78); 6; PO(AH) — Int (21.7.78); 3; LA(AH) — Int (6.10.78); 4; PO(AE) — 565; Nil; LA(SE) — Int (26.5.78); Nil; PO(A) — 342; Nil; PO(MET) — 211; Nil; POACMN — Int (16.3.78); 7.

POWRENA(AE) — Int (28.4.78); 1; LWREN AM — 203; Nil; POWREN CK — Int (19.7.78); Nil; LWREN CK — Dry, Nil; LWREN TEL — Int (13.6.78); 1; POWREN DSA — Int (16.6.78); Nil; LWREN DSA — Int (18.11.77); 1; POWREN MET — Int (3.2.78); 4; 11.77; Nil; LWREN MET — Int (3.2.78); 1; POWREN PHOT — 308; Nil; LWREN PHOT — Int (4.10.77); Nil; POWREN (R) — Int (17.11.77); 1; LWREN (R) — 68; 4; POWREN RS — Int (12.12.78); Nil; LWREN RO — 93; 5; POWREN STD G — 375; Nil; LWREN STD G — Dry, Nil; POWREN STD O — Int (22.5.79); Nil; LWREN STD O — Int (14.6.78); 1; POWREN SA — Int (3.5.79); Nil; LWREN SA — Int (6.12.78); Nil; POWREN TSA — Dry, 1; LWREN TSA — Int (6.7.77); 2; POWREN WA — Int (11.12.78); Nil; LWREN WA — Int (30.6.77); 2; POWREN WTR G — Int (19.8.77); Nil; LWREN WTR G — Int (9.8.77); 3; POWREN WTR P — Int (8.3.78); Nil; LWREN WTR P — Int (6.6.78); 1; LWREN WTR S — Dry, 3; POWREN DH — Int (18.11.77); 1; POWREN REG — Dry, Nil; POWREN PT — Dry, Nil.

NATO sailors go tourist

Standing Naval Force Atlantic, NATO's multi-national force of destroyers and frigates, arrived in Portsmouth on November 29 for a four-day visit.

During their stay in Portsmouth members of the ships' companies of the six vessels — including H.M.S. Bacchante — visited London, Paris and tourist spots in the south of England. Sporting and social activities were arranged with the three host ships — H.M.S. Hermes, H.M.S. Cardiff and H.M.S. Ashanti.

ES BILLETS

Following is the list of Extended Service billets currently vacant. One billet is available in each case, except where stated:

Captain SM1: MEA1(P) (2). H.M.S. Collingwood: WEA1/REA1 (2); WEA1/OEA1 (5). H.M.S. Dryad: CPO OPS (EW). F.M.B. Devonport: SMMU: WEA1/CEA1; MEA1/2 (perspective maintainer). FOST (FMG Portland): WEA1/OEA1; WEA1/REA1; WEA1/CEA1. H.M.S. Neptune NT: MEA1(P) (6); WEA1/CEA1(SM); WEA1/OEA1 (SM); WEA1/REA1 (SM). H.M.S. Nelson: CMEA(P). Royal Brunei Malay Regiment: WEA1/OEA1. SMA/RSMA Portsmouth: CWEA/CEA (2); CWEA/CEA; WEA1/CEA(O) / POWEM(O) / REA / CEA / COEL / POEL University R.N. Unit Liverpool: CPO(SEA). R.N.R. Clyde: CPO(SEA). R.N.R. Tay: CMEM. H.M.S. Daedalus MARTSU: AA1(AE) (4).

PROMOTIONS TO CHIEF

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

COMMUNICATIONS

To CRS — S. A. Smith (Broadsword), C. L. Gavin (BRNC Dartmouth), E. N. Davies (Mercury), T. H. Newton (CTC Coventry), D. Timmington (Mercury), W. B. Leyland (Drake).

OPERATIONS

To CPO(OPS)(S)(SM) — D. R. Davis (JAAC Teddington).

MARINE ENGINEERING

To CMEM(L) — I. C. Murdoch (Jersey), E. Hamer (Excellent). To CMEM(M) — E. Hughes (File), R. R. Kennedy (Victory), M. F. Phillips (Fisgard), F. E. Taylor (Hodgeston), J. Crome (Amazon), J. F. Doughty (Hodgeston), J. D. Allen (Raleigh), J. D. Butt (Cochrane), M. J. Kelly (Sheffield), G. R. McAulay (Neptune), D. J. Watson (Raleigh).

WEAPON ENGINEERING

To CWEM(O) — W. S. McMurray (Antrim).

SUPPLY AND SECRETARIAT

To CWRENSA — S. E. Lane (Heron).

To CPOCK — R. M. Tudor (Dolphin).

FLEET AIR ARM

To CPOA(SE) — F. F. Gray (Hermes).

ARTIFICERS AND MECHANICIANS

To ACWEA — P. A. Kirkpatrick (Valliant), J. D. L. Caddy (Resolution), P. A. Curtis (Blake), D. L. Goodrich (Dido), R. T. John (Repulse), M. S. Lacey (Dolphin).

To ACWEMN — N. P. F. Skinner (Collingwood), B. M. Gumbley (Blake).

To ACCEA — A. G. A. Oakley (Collingwood).

To ACMEMN — C. W. Ranson (Intrepid), R. Taylor (Intrepid).

To ACMEA(P) — T. Lawler (Devonport), F. J. White (Berwick).

To ACMEA(ML) — B. A. Nex (Superb).

To ACMEMN(ML) — J. S. F. Brock (Devonport).

To ACMEA(EL) — M. R. Merriman (Neptune), J. S. J. Woolford (Superb), R. D. Hatcher (Resolution).

To ACMEMN(EL) — A. Bridges (Superb), M. J. Cooper (Swiftsure), A. R. Kewley (Sovereign), K. Midener (Repulse).

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Please contact Principal Medical Officer, MOD(N), H.M.S. PEMBROKE, Chatham, Medway 4422 ext. 3630/3200.

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AND

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Fife in storm island appeal

The "splendid" work of H.M.S. Fife in the wake of Hurricane David which devastated the island of Dominica last August, has been referred to by Viscount Boyd of Merton, chairman of the national appeal set up to contribute to the huge task of restoring the island's economy and improving the livelihood of its people.

Lord Boyd said the work carried out by the commanding officer and ship's company of the Fife brought great credit to the Senior Service.

37 KILLED

In the hurricane 37 people were killed, 4,000 injured, and 60,000 of a population of 80,000 made homeless.

Enquiries about the appeal should be made to the National Appeal for Dominica, County Hall, London SE1 7PB. Contributions should be sent to Lord Boyd at that address.



Moment the Pope paused for the Navy

The crowd in St Peter's Square, Rome, gave a big cheer as two naval chaplains, four officers from H.M.S. Superb and nine ratings in full uniform, raced across the square towards their seats just before Pope John Paul II arrived for an audience.

The rush was worth it, however, because Pope John Paul stopped to greet the naval party, blessed their work and shook hands with the Rev. Ray Roberts, of H.M.S. Drake, since appointed designate Chaplain of the Fleet.

H.M.S. SUPERB CREST

Pictured with the Rev. Roberts are the Rev. Roger Devonshire (left), chaplain of H.M.S. Blake, and Father Paul Chamberlain (right), who arranged the audience. Lieut.-Cdr. Gordon Leveratt can be seen on the far right, holding the H.M.S. Superb crest which was presented to the Pope.

Others in the picture are (from left) AB Kevin Walsh and WEA Michael Connor (taking pictures); CPO Frederick Minchin (wearing sun glasses), and Lieut. Jos Binns. The group also included CPO Terry Mitchell, Lieut. Paul Keane, Sub-Lieut. Timothy Lamb, CPO Ralph Turner, CPO Michael Sullivan, MEA John McLung and LWEM Alan Simpson. Also in the party was MEM French Savin de Larclause, serving in H.M.S. Blake.

Picture: L'Osservatore Romano

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OPTIMISM FOR THE 'EIGHTIES

If one listened to the prophets of doom, 1980 has little to offer us, except perhaps, a tighter belt. Happily this view has not dampened enthusiasm at branch level. Reports reflect a mood of buoyant optimism with plenty of plans afoot for the coming year.

If the economic climate is cold; **Doncaster** has succeeded in coming up with an attractive bargain week-end trip to Douglas, Isle of Man.

The outing, which will replace the Spurn trip, will take place on May 23 to 26. The approximate cost of £33, will include return fare from Liverpool to Douglas, bed and breakfast and evening meal. If enough takers turn up, a coach may be laid on from Doncaster, at extra cost.

High hopes

A mood of unabashed optimism also prevails at **Scarborough**. Though the branch commissioned less than 18 months ago it enters the 1980s with a bumper membership of more than 500 and the promise of further recruits when club premises are obtained. Hopes are high that this will be achieved soon.

The recently re-formed **Peterborough** branch also looks to the future — to March 16, when their standard will be dedicated with full honours at Peterborough cathedral. Admiral Sir Raymond Lygo, the branch president, will take the salute on their big day.

Shipmate Dave Braybrook of **Herts** is not exactly biased when he says that the R.N.A. contingent was "the finest turned out mob that has been seen" in

BRANCH NEWS

the area in the past years. The occasion was the local memorial service parade in which the R.N.A. branch combined with other ex-Service associations.

From **Rhyl** comes an appeal for cap tallies to display in their new showcase, presented to them by their president, Shipmate George Thompson. The branch Trafalgar Night buffet dance and dinner was a big success. So too, were the "butties" provided by the wives of committee members. A successful charity night was also held to help kit out two Sea Cadet orphans "adopted" by the branch.

Prinz Eugen

Detente established last year between shipmates of **Cwmbran** and of the **Prinz Eugen** Association, was further extended when Shipmates Clive Sutton and Peter Brace paid a visit to Bremerhaven. They were presented by the burgomaster with a plaque showing the Coat of Arms of the city, to be passed on to the chairman of Cwmbran. A small party will pay a visit to Cwmbran in May and a welcome

to branches in No. 7 Area is forthcoming.

There was a fine turn out of shipmates and friends for the 44th dinner dance held by **Bradford** at the Victoria Hotel. The guests included the commanding officer of H.M.S. Aurora, the town's adopted ship. During the evening Shipmate G. Funk, was honoured for his work to the branch and made a life member.

Parade hosts

In view of the fact that **Hereford** granted its freedom to Nelson, it was fitting that they were hosts for the Trafalgar Day parade of No. 7 Area. The parade "the best in the area in memory" was led by the band of the Royal Marines, Plymouth, with a guard of honour provided by H.M.S. Antelope, Hereford's adopted ship, and a contingent from H.M.S. Cambria, R.N.R. Cardiff. The salute was taken by the President of the Association, Vice-Admiral Sir Ernie Pope. At the service in the cathedral, the sermon was preached by the Bishop of Hereford, the Rt. Rev. John Eatangh.

Sea farewell

The welfare committee at **Wear** thank the Port of Sunderland Authorities for granting permission to scatter the ashes of their former shipmate Harry Schelling, at sea. They also wish to extend their thanks to Mr. D. Robertson and Mr. F. Jeffries and to Harry's shipmates for making the ceremony at sea possible and memorable, and to Shipmate Gordon (Hoot) Gibson the branch vice-president, who gave a sermon before the ashes were committed to the sea. Shipmates would also like to express their appreciation to Lieut.-Cdr. David Poole, the commanding officer of H.M.S. Anglesey, for the coffee and drinks provided when they visited the ship.

Horley branch begin a new decade by expressing their appreciation for kindness shown to members during 1979. Their thanks goes to all branches who entertained them, to officers and men of H.M.S. Nelson for making their Navy Days visit such a success and to the bands of the Royal Marines "who did them so proud" at Reunion and at the Remembrance parade in Whitehall.

Jacobs, Roy Bidgen and Ron Garland plan another reunion in Portsmouth in April or May.

Dr. Barnardo's Sea Schools reunion at Greenwich proved a happy meeting place for many Old Boys, some of whom had not met for 30 years. While numbers were down on the previous year, the gathering included many who had travelled from various parts of the country, and one Old Boy had even journeyed from Canada. The 1980 reunion will take place on Saturday, September 27, and those wishing to be placed on an invitation list should contact Mr. Sid Barron, c/o After Care Section, Dr. Barnardo's, Tanners Lane, Barkingside, Ilford, Essex IG2 1QG.

The **Royal Hospital School Old Boys Association**, Chatham branch will hold their branch meetings on February 6 and May 7, at the Union Jack Club, Sandell Street, Waterloo, London, at 8 p.m. All other meetings are held on the first Wednesday of the month at the City Arms, Victoria Street, Rochester, Kent, at 8 p.m.

REUNIONS

Mr. J. L. Smith of 29, Park Crescent, Eastwood, Notts. NG16 3DS (telephone Langley Mill 64743), hopes to organise a reunion of crew members of **H.M.S. Newcastle** in the First Cruiser Squadron, Mediterranean Fleet, December 1947-49. Those interested please contact.

Former crew members of the destroyer **H.M.S. Active** who served between 1939-43 and who are interested in a reunion should contact Mr. Anthony King, son of ex-PO W.T. King, 3, Church Lane, Hailey, North Witney OX8 5UD. Telephone Witney 4168.

Lieut. Mike Draper, H.M.S. Collingwood, Fareham, Hants., PO14 1AS would like to contact the Boy Seaman class AG/CG 117/118 who joined **H.M.S. Ganges** January 5, 1946 with view to holding a reunion.

For the first time since they joined at Chatham on August 18, 1936, 15 members of **Anson Division** met on November 23 at the R.N.E.B.s. Club, Southsea. An enjoyable if fluid evening ensued during which photographs of the division before the war came out of hiding. Organisers Bill

CALLING OLD SHIPMATES

Mr. A. W. R. Seal, ex-POME, 11, Derry Road, Fox Lane, Farnborough, Hants. Would like to hear from ex-POME A. A. Vann of LCT 4039, 1947-48 and from Jack Cummins of **H.M.S. Amphion**, South African station, 1937-39, and from any old shipmates of H.M. ships, Nigeria, Fleetwood, Rotherham and from **H.M.S. Nelson** 1948-49.

Mr. H. E. Taylor, 31, Aeline Street, Reading, Berks. RG1 2PY, would like to hear from any of his former shipmates of **H.M.S. Durban**, which was in Singapore when the base was bombed in 1941. The Durban got away and finished up for repairs in New York.

H.M.S. Brecon: The commanding officer invites ex-Breconians to the commissioning ceremony of H.M.S. Brecon to be held at H.M.S. Vernon in March. Contact the commanding officer, H.M.S. Brecon, c/o of Vosper Thornycroft Ltd., Woolston, Southampton.

Shipmate **Frank McGlade**, R.N.A. Club, 20-22, Lord Street, Redcar, Cleveland, would like to hear from survivors of **H.M.S. Mashona**, who may have known his brother

Peter who perished when the ship was sunk by aircraft in 1941.

Mr. A. Soapy Watson, 21, Whitea Drive, Adswold, Stockport, Cheshire SK3 8PE who last served in **H.M.S. Russell** and has lost all souvenirs of his 11 years in the Navy, would like to hear from any of his ex-oppos of 133-134 Class, Collingwood Division, **H.M.S. Ganges** 1955-56, or any of their recruitment, February 8, 1955, or any shipmates of H.M. Ships Ocean 1956-57; Orion 57-58; Dampier, Far East 58-59; Harrier 1960; **H.M.S. Victory**, barracks 1960 or H.M. ships **Brave Swordsman**, **Brave Borderer**, **Ark Royal**, **Adamant**, **H.M.S. Dryad** or **H.M.S. Orion** from 1960 to 1964.

Mr. R. Rowbottom, 43, Zetland Street, Dukinfield, Thameside, SK16 4EH would like to hear from any shipmates, stokers division **H.M.S. Illustrious**, from Christmas 1941 to her return home from the Pacific.

Mr. T. D. Powell, 21, Hawthorn Grove, Wilmslow, Cheshire, would welcome news of shipmates from Mess 1, **H.M.S. Usk**, May-December 1944.



Pensioner for 72 years . . .

Having found the Royal Navy's oldest pensioner (October issue), Navy News has now received a claim for the title of the longest-receiving pensioner.

The claim comes on behalf of Mr. Charles Stewart Gibson, born in 1890 and who died last Remembrance Day in an Australian road accident.

Mr. Gibson joined the Navy on December 6, 1906 and after serving only 148 days was invalided out, being awarded a disablement pension on January 10, 1907. While working in the boy artificers workshop he had been struck in the right eye by a piece of metal from an adjoining workbench.

WAR SERVICE

He moved to Australia before the First World War, serving in the Australian Imperial Force in that war and in the Australian Military force during the Second World War.

We hear of Mr. Gibson's record through his son, Mr. C. S. Gibson, who lives at Kingsgrove, New South Wales. He tells us that his father had a flagpole in his back garden and flew the flag on Remembrance Day, the Queen's Birthday and other appropriate days.

Anyone who has received a pension longer than Mr. Gibson is requested to contact the Royal Naval Association, 82 Chelsea Manor Street, London, SW3 5RU.

Old memories are revived for members of the Midlands Coastal Forces Association, pictured with their wives on board **H.M.S. Sabre**, during a week-end visit to their old wartime base at Portland. A close link exists between the Association's wartime gun and torpedo boat crews and the First Fast Training Boat Squadron.
Picture: LA (Phot) Mitchell.

OBITUARY

Shipmate **E. W. Prior**, ex-captain's coxswain of **H.M.S. Coventry Old Hands**, died suddenly in November 1979.

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SAILORS' AND FLEET AMENITIES FUNDS

Interesting, this top-up idea

Large cash sums resulting from the invested assets of the Sailors' Fund have benefited hundreds of worthy projects, both big and small, since the Navy said farewell to the Tot in 1970.

Now the fund is facing the

problem of carrying on the good work through times of inflation and at the same time maintaining the value of its capital.

At the suggestion of the fund's trustees, the Grants Committee decided at its latest meeting not to spend all the money in the kitty for distribution but to plough some back into capital.

Committee members agreed it was sound policy to try to ensure that capital invested did not become a depreciating asset.

They also learnt that efforts were being made to increase investment income.

After making grants and allocations for the half year, the com-

mittee agreed to add the sum of £28,000 to capital.

In "ploughing back" money, the Tot Fund was following the example of the Fleet Amenities Fund.

At their latest meeting the FAF Grants Committee decided to reinvest £10,000 of their yield from capital.

Who dishes out the cash for crockery?

Handsome crockery and cutlery can add lustre to the occasion when senior rates and sergeants hold social events in their messes. But should cash from the Sailors' Fund be used to buy that kind of thing?

It was a question which occupied the latest meeting of the fund's Grants Committee, providing some lively exchanges.

At B.R.N.C. Dartmouth, the meeting was told, the senior rates' mess had to borrow crockery and cutlery from the wardroom for their mess social programme.

The mess wanted help to buy Mansion House cutlery (complete place settings for 60 people) at £1,379; a set of 505-piece crockery at £378; and 60 specially designed table mats at £75. Of the total cost of £1,832, they sought a grant of £1,750 as £82 was available from mess funds.

Avalanche

Meanwhile, the Sergeants mess at R.M. Eastney was hoping to buy a 150-place dinner service at a total cost of £1,810. There was a contribution from mess funds of £460 (with an application to the Central Sergeants' Mess Fund for £150), so the Tot Fund was asked to provide £1,200.

Listening to the meeting's first crockery case, committee members were told that, although they were hearing about Dartmouth, they could well be talking about all the senior rates' messes. There might be an avalanche of applications.

In one "anti" view from Fleet, it was claimed that there was a shortage of crockery and cutlery in some ships because the R.A.F. couldn't supply.

Sailors serving in ships would laugh at this one, it was said, and no way would they support it.

But quickly it emerged that by no means everyone was "anti."

The Marines — supporting the bid and with their application due later on the agenda — thought that if there was criticism it should be that the bid was not for twice as much. Any questions of shortages in seagoing ships had no bearing on this application whatsoever. "Senior rates deserve better than they get now," was the assertion.

From the sponsors of the first bid came the suggestion that, if the committee did not feel it could make grants for individual establishments, why not make them on a "pool" basis to commands.

Precedents

Another view was that there was some danger of the "frittering away" of Sailors' Fund money. While senior rates should have proper items for their messes, could not arrangements be made to get them through Service sources? The recent grant for furniture to a chiefs' mess was beginning to set precedents.

Another voice wondered if profits on mess bars could be used to help.

After further discussion, the vote showed strong support for granting of the full bid of £1,750 from Dartmouth, and later the Marines were also fully successful in their application.



Drake lounge named after novelist

Senior rates are delighted with the superb Monsarrat lounge which has been created in their mess in H.M.S. Drake. They are also grateful for the £2,500 grant from the Sailors' Fund which helped refurbish and decorate the lounge. In all, the project, led by mess president FCOEA Sam Foale, cost £7,500.

Designed to create a peaceful atmosphere, it has been named after Nicholas Monsarrat and was opened by Commodore J. H. Carilli, who presented the mess with a compass rose. Ann Monsarrat kindly sent photographs and one of her late husband's books, and more are being sent by his publishers.

CLUBS TO BE UPDATED

Major improvements for Portsmouth Royal Sailors' Home Club and Devonport's Royal Fleet Club are on the way with the strong support of both the Sailors' Fund and the Fleet Amenities Fund.

At the Portsmouth club, modernisation is planned in stages for the single accommodation so that eventually 104 existing cabins will be converted and combined to provide 79 modernised rooms with full facilities.

The Tot Fund granted £25,000 for Stage 1, and FAF £11,350 (subject to Trustees' approval).

At Plymouth the plan is to improve fire precautions, install better central heating and modernise and fit out a new wing which the club has bought for extra accommodation.

The Tot Fund granted £25,000 towards the cost, and FAF £11,350 (subject to Trustees' approval).

Needy ships

The Tot Fund's regular allocation to Fleet for the benefit of ships is to be distributed in a slightly different way with the aim of

giving a boost for new ships and those coming out of major refits.

These ships face hefty bills in providing sports equipment.

The boost for ships whose need is regarded as greatest is to be made possible by a year's trial of a 15 per cent. cut in the allocation to the larger ships and submarines.

But overall there will be no change in the Sailors' Fund allocation to Fleet.

Efforts are also being made to increase aid from public funds.

Southwick Park

When another bid for assistance from Southwick Park Naval Recreation Centre came before the Sailors' Fund Grants Committee, members were heartened by the centre's latest financial report.

On this occasion the Tot Fund, by whose backing the centre was established, was asked for £8,000 as a further standby loan for running expenses.

An impression gained from the discussion was that the centre was "not out of the wood yet" but that there were some encouraging trends.

Committee members, keen to help, decided not only to approve the £8,000 loan

but also to wipe out two previous loans totalling £16,000 (and regarded as a "millstone") by converting them into grants.

£25,000 ski slope

The dry ski slope originally in H.M.S. Ganges and now at Faslane is so "run down" that it needs refurbishing and relaying — at a cost of £25,000.

Bids of £8,750 each to the Sailors' Fund and FAF have been successful, and Nuffield Trust is being asked for the other £7,500.

The dry ski slope allows H.M.S. Neptune's popular and successful ski club to teach and coach out of season.

Paintings cash

No contribution will now be needed from the Sailors' Fund or FAF for restoration of the oil paintings of the Boy Cornwell and Sir Walter Raleigh, naval trophies loaned to H.M.S. Raleigh. A substantial grant to assist has been made from the Flag Officer Plymouth's Fund.

Proposed improvements to the Flying Fish Club at H.M.S. Osprey are to be left to public funds.

WHERE THE MONEY GOES . . .

At its latest meeting the Sailors' Fund Grants Committee approved a half-yearly grant to H.M. ships of £37,465. The half-yearly grant to R.M. Commando units was £5,250.

The following grants were also approved (details of complementary grants made at the subsequent meeting of the Grants Committee of the Fleet Amenities and Fleet Recreational Funds are also given).

Royal Sailors' Home Club, Portsmouth — £25,000 towards Stage 1 of modernization of accommodation, subject to approval of Trustees. (FAF granted £11,350, subject to Trustees' approval).

Royal Fleet Club, Devonport — £25,000 towards modernization and extension. (£10,000 available now and £15,000 in six months time), subject to approval of Trustees. (FAF granted

£4,000, plus £7,350 in six months time, subject to approval of Trustees).

H.M.S. Neptune — £8,750 to refurbish and repair dry ski slope. (Similar grant from FAF).

H.M.S. Cambridge — £7,800 towards semi-portable swimming pool. (Grant of £890 from FAF.)

Regular Forces Employment Association — £8,218 towards annual expenditure. (Similar grant from FAF).

H.M.S. Neptune — £5,200 for two static caravans.

H.M.S. Neptune — £5,000 for light and sound equipment for Drumfreck Club.

Rowner Recreation Club — £4,000 for redecoration.

H.M.S. Fligard — £3,600 towards stage lighting system for Talbot Hall (FAF granted £486).

Portsmouth Naval Gilding Club — £3,195 towards sailplane. (FAF granted £5,325).

H.M.S. Drake — £3,000 towards disco lighting system and console equipment for Drumfreck Club. (FAF granted £1,000).

Union Jack Club — £2,234 towards running costs.

H.M.S. Inskip — £2,000 towards caravan. (FAF granted £1,480).

Fleet Maintenance Base Devonport and Captain SM2 — £2,000 towards redecoration of canteen.

R.N.A.S. Culdrose — £2,000 towards stage extension and lighting for theatre club. (FAF granted £1,442).

B.R.N.C. Dartmouth — £1,750 for crockery and cutlery for Senior Rates' mess.

R.M. Eastney — £1,200 for dinner service for Sergeants' mess.



H.M.S. Rooke — £1,000 towards water ski boat and engine. (Similar grant from FAF).

H.M.S. Cochrane — £1,000 towards ski equipment. (Similar grant from FAF).

H.M.S. Pembroke — £1,000 towards swimming pool at Royal Alexandra and Albert School, Reigate, attended by orphaned children of R.N. ratings. (Similar grant from FAF).

H.M.S. Collingwood — £1,000 towards 19 canoes and accessories. (Grant of £950 from FAF).

H.M.S. Dolphin — £1,000 towards repair of yacht Bonaventure II. (FAF granted £500).

R.N. and R.M. Mountaineering Club, Himachal Pradesh (Northern India) Expedition 1980 — £1,000 based on requirement at £250 per rating / rank participating. (FAF granted £2,000 on basis of £250 for each of four officers, plus £1,000 towards general expenses).

R.N. Hospital Healer — £750 towards motorised library trolley. (FAF granted similar sum).

H.M.S. Sultan — £873 for replacement mast for yacht Kalliana.

H.M.S. Raleigh — £600 for rifles for small bore shooting club. (FAF granted £385).

H.M.S. Daedalus — £600 towards washing machine and tumble dryer. (FAF granted similar sum).

Radcliffe Convalescent Home — £600 to subsidize charges to ratings and R.M. ranks during convalescence.

C.Y.C.R.M. — £500 towards barbecue patio. (FAF granted £1,500).

H.M.S. Tamar — £450 towards repair of sailing and water skiing club damaged in typhoon. (FAF granted similar sum).

CINCHVHOME — £400 towards remainder of cost of narrowboat. (FAF granted similar sum).

824 Naval Air Squadron — £380 towards three sets of sports equipment. (Similar grant from FAF).

The Grants Committee of the Sailors' Fund also approved an £8,000 loan to Southwick Park Naval Recreation Centre for running expenses, and agreed to convert earlier loans amounting to £16,000 into grants.

Other bids which achieved success at the FAF meeting included:

R.N. and R.M. Sports Control Board. Annual subvention — £18,550.

Part cost of TV sets for ships completing major refits or new construction during 1980 — £8,165.

45 Commando R.M. — £3,858 for ski equipment for Concor Ski Club and Commachio Co.

Captain of Fleet's Fund for family visits overseas 1980 — £2,000.

Captain of the Fleet's Fund (annual grant) — £1,500.

Royal Tournament 1980, (fresh provisions for R.N. and R.M. element) — £950.

3 Cdo Bde H.Q. and Signals Squadron R.M. — £736 for 24 pairs of cross country skis.

BRNC Dartmouth — £530 for saddlery for the Britannia Saddle Club.

H.M.S. Antrim. (sports gear).

H.M.S. President (COMMCON Whitehall) — £500 for colour TV sets.

Modern base for Brunei flotilla

A milestone in the work of the R.N. Loan Service personnel in Brunei was being laid this month with the commissioning of the Royal Brunei Malay Regiment flotilla base and dockyard at Muara.

The base, being named K.D.B. Hassanal by the Sultan of Brunei, includes a cathedral-like under-cover refitting area and a 500-ton synchrolift. When completed it will be one of the most modern repair and refitting complexes in the world. There are now 30 Loan Service officers and senior rates in the regiment's First Flotilla at Muara, and the flotilla's commanding officer, Lieut.-Col. A. H. F. Wilks (Commander, R.N.), wishes to contact past personnel to inform them of the progress made in Brunei.

EXOCET

The flotilla showed its teeth in September with the live firing of an Exocet missile from the flagship K.D.B. Waspada, the explosion proving fatal to a target hull bought from Singapore.

Rear-Admiral Peter Stanford (Flag Officer Second Flotilla R.N.) visited Brunei during the Navy's Group Eight deployment to the Far East. Although the group's programme did not make it possible for a ship to visit the Sultanate, Rear-Admiral Stanford flew there with two of his staff.

Combined thanks

In recognition of his work with naval volunteer bands Vice-Admiral Sir John Lea was presented with a picture of the main gun deck of H.M.S. Victory at the Battle of Trafalgar, when he attended a Christmas concert by the combined bands of H.M.S. Daedalus and H.M.S. Collingwood.

HERMES DELIVERS THE GOODS



More than 40 members of the ship's company of H.M.S. Hermes have been spreading seasonal goodwill and cheer among the sick and elderly of Tiverton, Devon.

Ex-Royal Marine Bill Packer was among the 50 elderly people of Tiverton who received H.M.S. Hermes hampers, including a colour print of the ship, from NAs Tom Appleton and Mark Dowling.

Picture: LA(Phot) Danny du Feu

Before Christmas they toured hospitals and old people's homes in the town, singing carols and delivering hampers and cakes. The Christmas goodies were bought with the proceeds of the Hermes's hot dog stall, run on board by FCPOCK Andy Hogg and CPOCA "Dutchy" Holland during sports events and concerts.

The choir was formed by Lieut.-Cdr. John Crawford with the help of Bandmaster Colour Sgt. Peter Rutherford and members of the Hermes volunteer band. They were joined by the Mayor of Tiverton, Mrs. Eileen Tricky, and other civic leaders.

Presentation

After the choir's tour the visitors — including the ship's commanding officer, Capt. Conrad Jenkin and his wife — were entertained to dinner by the staff of Belmont Hospital.

During the festivities FCPOCK Hogg was presented with a copper plaque by the mayor for all he had done for Tiverton, affiliated with the Hermes since 1968.

DOLPHIN'S GREETINGS

H.M.S. Dolphin's season's greetings for Gosport's oldest resident, 105-year-old Mrs. Annie Osborn, came via LMEM Shaun Topham when ratings from the submarine base took their annual load of hampers to the residents of Northcote House old people's home, where Mrs. Osborn has lived since 1965.

Picture: CPO(Phot) Ben Cartwright.



Channel dash by Diomedé

It's quicker to travel on the Grey Funnel Line! H.M.S. Diomedé reports that she trimmed an hour off the ferry

time while carrying out a full power trial on passage to Le Havre.

Embarked were members of

three R.N.R. units, Northwood, Dalriada (based at Greenock) and Wildfire (Chatham), who were treated to a display of 20mm and 2-inch rocket firings.

After a week-end visit to Le Havre, the Diomedé returned to Portsmouth where Captain Second Frigate Squadron, Capt. J. W. F. Briggs, left the ship to take up his new appointment as Deputy Director Naval Warfare Division in the Ministry of Defence.

EVENTFUL

Capt. Tony Dunn, the new Captain F2, had an eventful first week in command of the Diomedé.

A "man overboard" signal from the Sealink ferry Ailsa Princess steaming between Stranraer and Larne was answered by the Diomedé and H.M.S. Avenger, both exercising in the area.

Capt. Dunn organized a search with the additional assistance of the Townsend Thoresen ferry Free Enterprise and H.M. submarine Sceptre.

Air support was provided by two Sea King helicopters of 706 Squadron operating from R.F.A. Engadine, the Diomedé's Wasp, and the Avenger's Lynx.

The formidable search party was disbanded, however, when Ailsa Princess established that her "man overboard" was a gash bag of empty beer cans!

At the time of the search, H.M. ships Diomedé and Avenger were carrying out

anti-submarine warfare training in the Clyde Arc is with students from PWO, helicopter control and sonar operating courses embarked.

H.M.S. Diomedé's first task on her passage to Le Havre was a sad one. She committed to the sea the ashes of the late First Officer N. R. Mead W.R.N.R. of Northwood Unit.

Liaison team tour dates

Portsmouth Area establishments will be visited as follows during the Spring tour of the Second Sea Lord's Personnel Liaison Team:

January 14, 15, Vernon; 16, 17, Haslar; 21, 22, Dolphin; 23, 24, Sultan; 28, 29, Collingwood; 31 and February 1, Daedalus.

February 4, 5, Excellent; 6, 7, 11, Nelson; 12, 13, Centurion; 28, 29, Dryad.

March 5, 6, Mercury.

Ships visiting Portsmouth between January 14 and March 19 will be visited on an opportunity basis.



Learning the ropes in H.M.S. Diomedé are four Reservists, pictured with members of the ship's company. From left are PO Barry Barnes, Leading Communicator Bob Marshall, Wren Mary Cooper, PO(R) Wally Blagden and PO(S) Robin Hood.

Picture: Wren(Phot) Tracey Teasdale

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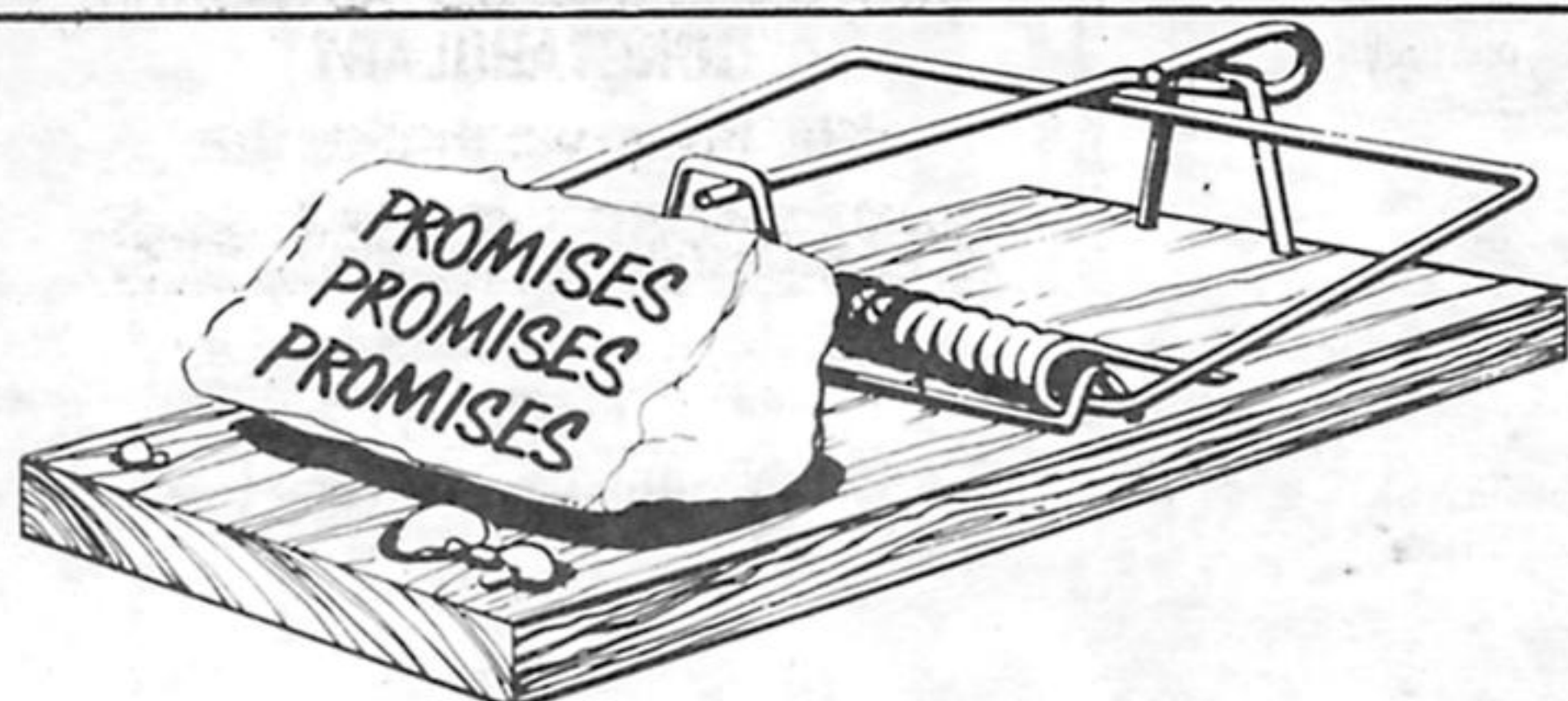
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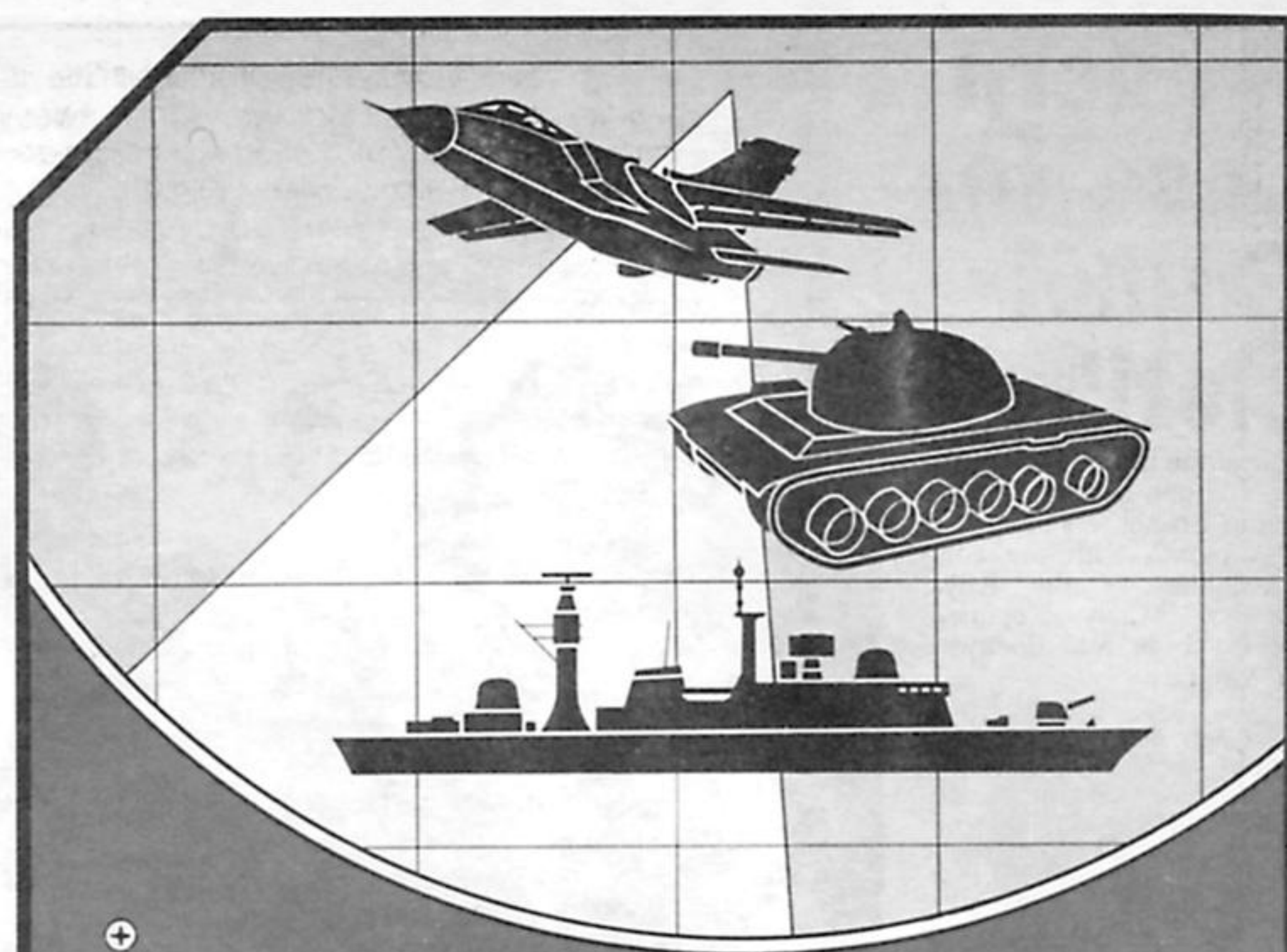
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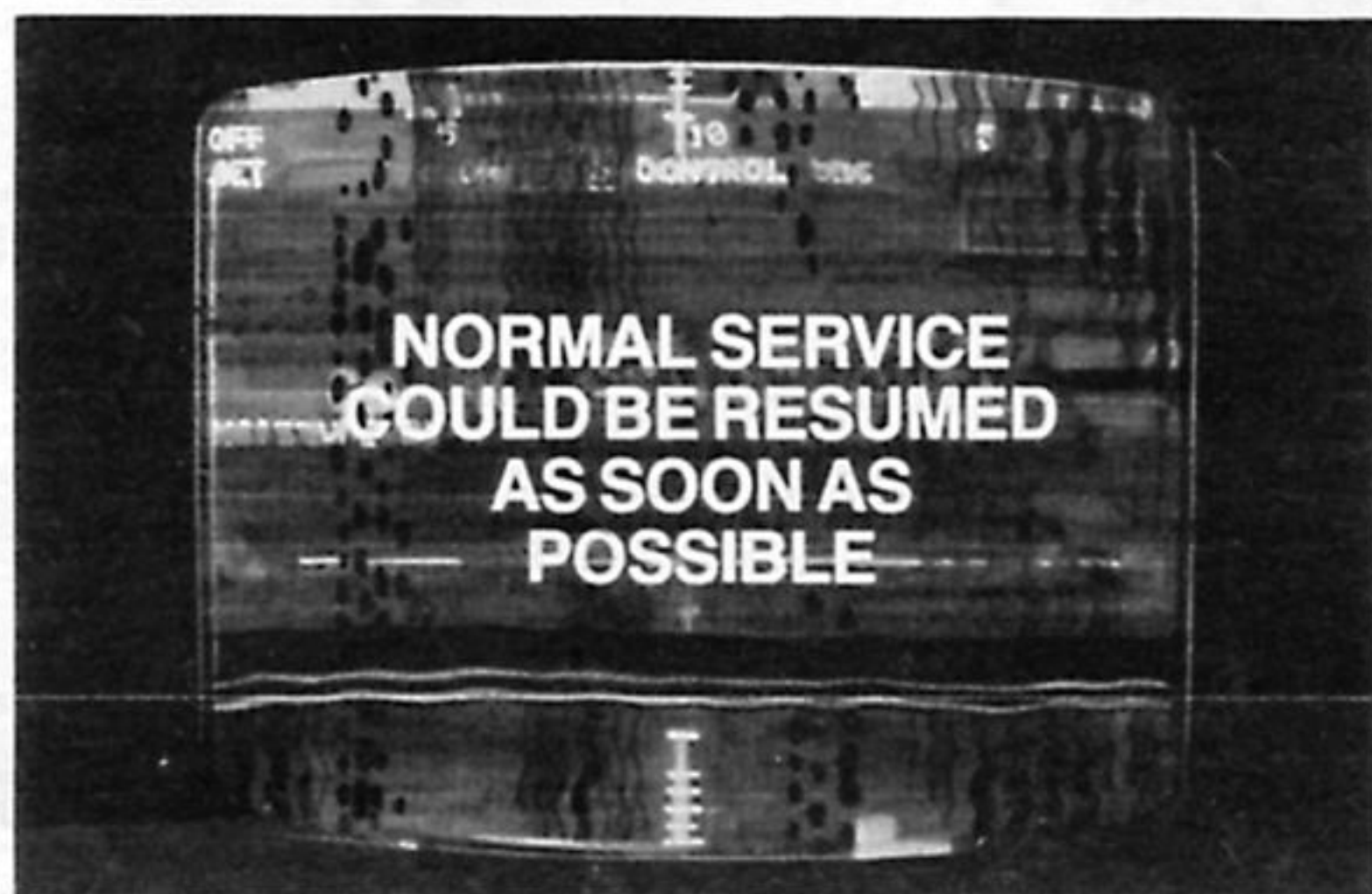
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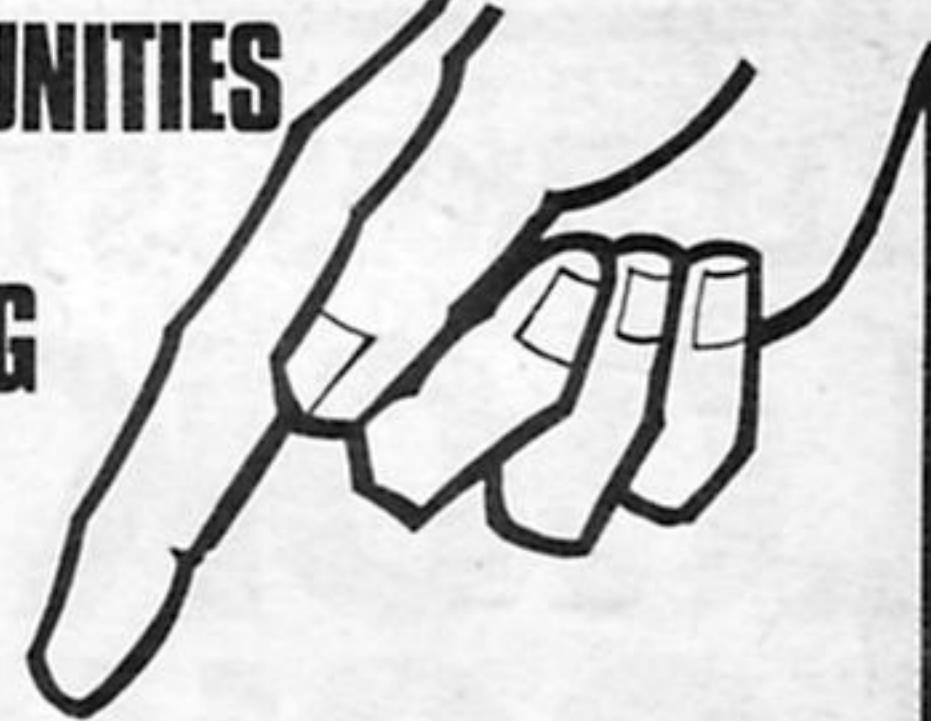
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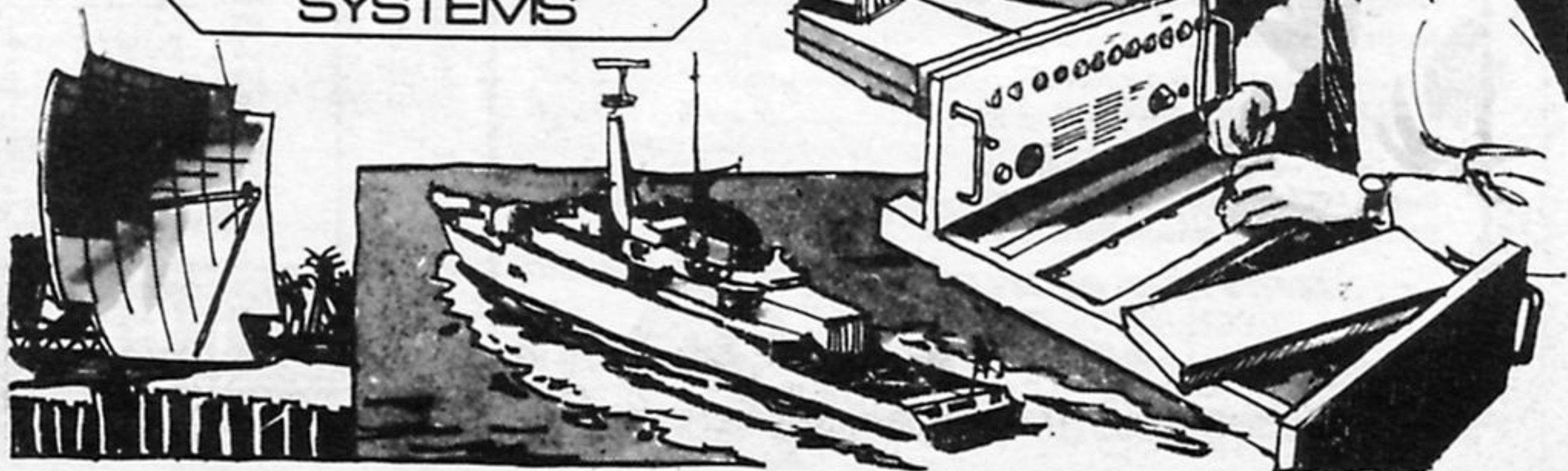
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GCHQ

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Engineers are required for producing servicing manuals for a wide variety of guided weapons and other advanced technological projects. These positions will be of interest to technicians with an electronics background who wish to embark on a technical authorship career with a large organisation. Every assistance will be given for successful applicants to develop their full potential in this field.

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Engineers with electronics systems servicing experience are required for technical liaison with users of air-to-air, air-to-surface and shipborne guided weapons; airborne infra-red sensing equipment and automated marine systems. The positions are based at Hatfield but applicants should be prepared to accept resident postings in the U.K. and overseas.

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Engineers with sound electronics background are required as technical instructors to prepare and present courses on the division's products. Experience of instructional duties in the armed forces desirable but not essential as training will be given to successful applicants assigned to our Customer Service School which is located at Hatfield.

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SPORT

Goal touch costs Navy more wins

One win and three draws marked the Navy's pre-Christmas progress towards finding the right team for the Inter-Services campaign, writes Jack Sheppard.

Much good work has been done in midfield, but a missing touch in front of goal cost the side more victories.

The win was against Southern League Bognor by three goals to two. LPT Johnny Gwynn (H.M.S. Osprey) scored early on, and OEM Kevin Maddocks (H.M.S. Londonderry) and PO Lenny Ashmore (Yeovilton) added two more to put the Navy on top.

But Bognor fought back well and the Navy had to defend well to win by the odd goal in five.

Squandered opportunities cost the Navy victory over the Universities Athletic Union. Midfield and approach work was good, but spoiled by a combination of good goalkeeping and poor finishing. Gwynn scored for the Navy, but the students got a deserved equalizer.

EM(A) Noel O'Hare (Yeovilton) and LCK Paul Smith (H.M.S. Vernon) twice put the Navy ahead against a Southampton F.C. mix of young professionals, youth and

SOCCER

apprentice players, only for the Saints to come back strongly for a 2-2 draw.

INEXPERIENCED

For this game, manager Lieut.-Cdr. Dennis Probee fielded a team of relatively inexperienced caps, including LPT Garry Schofield (H.M.S. Cochrane), POPT Jimmy Green (H.M.S. Daedalus), SEA(S) Boschi (H.M.S. Eskimo), CK Paul Smith (H.M.S. Vernon) and MNE Craig (45 Cdo).

Schofield, standing in goal for Lieut. Tony Miklinski (CTCRM), showed what a useful cover he provides, while Green, Craig, Smith and others let it be seen that no player is an automatic choice for the Navy.

CLASSIC GOAL

Smith's goal was a classic. He fired in an unstoppable shot after O'Hare had dummied over a cross

by PO Brigham Young (H.M.S. London).

Young himself scored the goal that earned the Navy a 1-1 draw against the British Fire Service, a team containing several of the players who recently won the European Fire Services Cup.

January fixtures see the Navy in action against the Amateur Football Alliance on the 9th (H.M.S. Pembroke, 1415), against Somerset in the South West Counties tournament (16th, Victory Stadium, Portsmouth, 1930), British Post Office (23rd, London, 1430) and London University (30th, Mootspur Park, 1430).

COACH RETURNS

Back on the Navy soccer scene is CPO Derek Godwin, whose four year's in charge of the Navy's senior side produced three Inter-Service championships. Having left H.M.S. Bulwark, CPO Godwin is on the staff of D.N.P.T.S. as a coach. His responsibility is to improve the quality players in ships and establishments, so broadening the band from which players are selected for full Navy caps.

His return gives the Navy an impressive coaching line up, with Lieut.-Cdr. Probee in charge of Inter-Service preparations, and WOII Johnny Ellis looking after the Youth team.

Haslar hit for six

R.N. hospital Plymouth's 4-0 win over R.N.H. Haslar in the Hospitals Interport Trophy final gave Plymouth a record sixth consecutive title. Originally contested by three naval hospitals in the 1930s, the trophy has been disputed by Haslar and Plymouth alone since 1960.

However, the future of the competition is in doubt because of shortage of manpower to cover positions in the hospitals while the players are away.

Plymouth's footballing medics continued their success by beating City Police B 7-2.

CENTURION CHAMPIONS

H.M.S. Centurion upset the form book to beat favourites H.M.S. Excellent 2-1 in the final of the U.S. Portsmouth Services Football League Charity Cup final.

SPORTS FIXTURES

JANUARY

4-Squash: Sussex (Chichester).
5-Kayak: River Dee (Yorks).
9-Soccer: RN v AFA (HMS Pembroke); Rugby: RN v Bath (Bath).
11-Squash: Civil Service (Portsmouth).
12-Squash: RNWSRA v Priory (Blackheath); Badminton: RNWBA v I.O.W. (I.O.W.); Hockey: RNWHA v Henley (Henley); Badminton: RN v Isle of Wight (HMS Sultan); Netball: RNWNA v West Dorset (Portsmouth).
12-13-Kayak: River Dart (Devon); Swimming (WP): RN v London Clubs (HMS Temeraire).
13-Swimming (WP): RNU21 v Southampton (HMS Temeraire); Volleyball: RN v GNG Bedford v London Fire Brigade (HMS Dolphin); Squash: RNWSRA v Cumberland Club (Hampstead); Hockey: RNWHA v Ascot (Ascot).
16-Soccer: RN v Somerset F.A. (Portsmouth); Rugby: RN v Cornwall (Plymouth).
18-Squash: Squirrels (Oxford).

19-Squash: Oxford University (Oxford); Hockey: RN v Reading (Reading); Fencing: RN v UAU (Guildford); Hockey: Inter-Establishment indoor hockey tournament (Portsmouth).
19-20-Kayak: River Usk (S. Wales); Table Tennis: RNWTTA v Surrey (Portsmouth).
20-Boxing: RNU19 v Devon Select (Devon); Hockey: RNU21 v Kestrels (Southampton); Hockey: RNWHA v Portsmouth Civil Service (Hilsea); Volleyball: RNWVA v Speedwell & Allsports (HMS Sultan).
22-Rugby: RN v Bristol (Bristol).
23-Soccer: NV v British Post Offices (Away).
24-27-Squash: RN Opens (Portsmouth).
26-Netball: RNWNA v Civil Service (Portsmouth); Badminton: RNWBA v Winchester (Winchester); Rugby: RN v Blackheath (Blackheath).
26-27-Swimming: RN v local clubs (HMS Temeraire); Kayak: River Dart (Devon).
26 or 27-Badminton: RN v Wiltshire.
27-Hockey: RN v Hawks (Whiteley Village); Hockey: RNU21 v Southampton



EM(A) Dave Roberts receives a cheque for £55 from Cdr. W. M. Berry, Commander Air at R.N. air station Culdrose and chairman of the Culdrose Gliding Club. Of the cheque, £40 was a bursary from the R.N. and R.M. Sports Control Board, and £15 from Whitbread Limited for gaining his Bronze C certificate before reaching the age of 19.

An award of £40 was also made to LREM Ian Freer, who is now serving in H.M.S. Collingwood and flies from H.M.S. Daedalus. The Sports Control Board bursaries are allocated to the R.N. and R.M. Gliding and Soaring Association to assist keen ratings and Wrens to learn to fly.

BUSY AND SUCCESSFUL

PO Ian Reed (inset), of the Ground Radio section at Culdrose, flew the club's Dart glider 326 kilometers to Didcot, south of Oxford, to complete his gold certificate.

Culdrose Gliding Club has had a busy and successful year in terms of naval personnel

Sport bursary helps Dave into the air

reaching solo standard and obtaining certificates. Several bronze and silver flights were completed, and five members flew in the Inter-Service competition at Little Rissington. All but one participant reached solo standard at a successful beginners' course held during the summer leave period.

The club's Blanch and Dart gliders were both paid for with the help of the Sailors' Fund and Fleet Amenities Fund.

SQUASH

Huggins keeps Air title

CPO Geoff Huggins (H.M.S. Daedalus) retained his Naval Air Command squash championship by beating Sub-Lieut. Bill Johnson (H.M.S. Seahawk) in a repeat of last year's final.

Huggins, the Navy number two, won 9-0, 9-2, 9-2. Winner of the plate competition was AA2 A. Marshall (H.M.S. Seahawk), who beat LREM N. Southern (H.M.S. Daedalus) 9-3, 9-4, 9-5 in the final.

Team placings were: 1, H.M.S. Daedalus, 13 points; 2, H.M.S. Heron, 10; 3, H.M.S. Seahawk, 6; 4, H.M.S. Osprey, 1.

RATINGS CHAMP

Huggins also won the Ratings Tournament at Portsmouth on December 11, beating MECH1 Frank Smith (H.M.S. Birmingham) 9-2, 9-4, 9-5 in the final.

Huggins beat LCK Bill Duthie in his semi-final, and Smith was taken to five games by CPOPT Pat Beaton in his semi-final. In the final of the plate competition, CPO PT George Croser beat LSA Ian Lockwood 9-5, 9-4, 10-9.

INTER-GROUP

Air and Scotland easily won the R.N. Women's Inter-Group squash title at Portsmouth, with First Officer Jenny MacColl (H.M.S. Nelson) beating LWPT Sue Oldman (H.M.S. Osprey) 7-9, 9-0, 9-2, 9-6 to take the individual honours.

LWPT Den Wall beat PO Wren Elaine Broughton 9-6, 7-9, 9-6, 9-2 in the final of the plate competition. Portsmouth were second and R.M., Plymouth and Medway third in the team tournament.

Air XV beaten

Naval Air Command went down by four points to 15 in their annual rugby fixture against old rivals Bridgewater and Albion.

Top vaulters vote Sultan a big hit

Sixteen British pole vaulters, including top men Brian Hooper, Alan Williams and John Wells, spent a week-end using the indoor games area in H.M.S. Sultan — and voted it a great big hit.

Crystal Palace is too low for Hooper, Britain's number one in the sport, but Sultan met the requirements perfectly, and the vaulters are eager to return.

Navy senior and junior champions, Lieut. Eamon Fitzgerald (H.M.S. Osprey) and SEA Gavin Russell (H.M.S. Iveston), both attended, although Russell had the unfortunate experience of breaking a pole. At this level, that is an expensive mishap.

SULTAN'S VIRTUES

Navy coach PO Ty Lewis is eager to publicise the virtues of the Sultan facilities. The R.N.A.A. has booked the indoor games area every Saturday of the winter, and almost all disciplines — bar long and triple jump — are catered for. Navy athletes are encouraged to attend.

ATHLETICS

PO Lewis is also keen to increase attendances at the winter training sessions he runs at Pitt Street, Portsmouth, from 1700 to 2000 every Tuesday and Thursday evening.

CROSS COUNTRY

The Navy cross country championships take place on February 15, at either H.M.S. Dryad or H.M.S. Sultan. Last year Cpl Chris Hazelwood beat PO Terry Osborne by .04 of a second at Dryad, and that particular match is likely to be re-run this year.

Unfortunately, Mid. Chris Robinson, fast emerging as a threat, will be at sea, but Lieut. Rees Ward, fresh from breaking the Top of the Rock Race record, cannot be discounted if he is available from H.M.S. Brighton.

H.M.S. Sultan's tennis triple

H.M.S. Sultan won their third winter knock-out tennis championship in a row by beating H.M.S. Nelson in the final. The Sultan team of Lieut.-Cdr. Mike Warin, Lieut. Steve Auty, POMEM John Crozier, the Rev. David James and Mr. Ted Carroll, have already won the Portsmouth Command Inter-Establishment winter league, and last summer lost only one of nine matches on the way to clinching the summer league.

Silver salver tribute



Picture: LWren (Phot) Jan Redfern.

In recognition of her services to R.N. Women's sport, Second Officer Barbara Williams was presented with a silver salver by the Director of Naval Physical Training and Sport, Capt. Mike Freeman.

Barbara, who left the Navy last month, was an international fencer of note, representing Scotland at the Edinburgh Commonwealth Games and in many competitions abroad.

She was undisputed R.N. Women's champion for five years, and the Women's Individual Foil Champion at the Royal Tournament for the past six years. Before her last appointment, in H.M.S. Excellent, Barbara was the Navy's Women's Sports Officer.

Biathletes triumph at national championships

The Royal Navy biathlon team of POPT Tim Kenealy (H.M.S. Nelson), LPT Jim Nowak (H.M.S. Dolphin) and MA Pat Dunleavy (R.N.H. Haslar) won the British team championships at Tewkesbury against a star-studded line up.

This victory, the Royal Navy's first in a national team championship, followed close

on the team's clean sweep of honours at the South West Region biathlon championships at Sherborne.

Six teams and 30 competitors took part in the national run-swim championships, including international pentathletes Pete Brierley, Peter Whiteside, Danny Nightingale, Robert Phelps and Nigel Clark. Also

in the very strong field was ex-Navy pentathlete Mick Ellis, now with Phoenix Modern Pentathlon Club.

In the individual placings Nowak finished seventh, Kenealy eighth and Dunleavy 12th. Their superb team work put them in first place on 6,607 points, just 102 ahead of the powerful Army team.

Champion show by Nelson

Navy hockey coach FCPO Harry Pimblett led H.M.S. Nelson to a 3-1 victory over H.M.S. Osprey in an excellent Navy Cup hockey final.

Play, not surprisingly, was of a high standard, with the Navy coach captaining Nelson, and Under-21 coach CPO Brian Toft leading the Osprey side.

Osprey, in fact, scored first, when Mick Walsh seized on a momentary hesitation in front of Nelson's goal and flashed the ball into the net.

Five minutes later Nelson were level when Lieut. Julian Baxter converted a penalty flick awarded when an Osprey foot stopped a shot on the line.

Nelson's second goal was a beauty. PO Jim Drury made use of a little space outside the 25, dribbled into the circle and drew the goalkeeper. His precise reverse stick pass left PO Neil Follett with the simple task of putting Nelson 2-1 up.

OSPREY PRESSURE

Osprey rallied in the second half and subjected the Nelson defence to almost continual pressure. But having survived a barrage of corners, long and short, Nelson broke out of defence ten minutes from the final whistle to settle the final.

Lieut. Brian Leavy beat three or four tackles and put Drury clear for Nelson's third goal.

MARATHON

Heath 7th in cast of thousands

Capt. Barry Heath R.M. finished seventh in the U.S. Marine Corps marathon in Washington, out of nearly 7,000 starters!

Although unable to retain the military team trophy, the Royal Navy party of 11 runners returned eight personal bests and found that the standard of competition had risen considerably.

AWARD

Capt. Heath was the first British runner home and the third military competitor, for which he received an award. Others worthy of special mention were PMT Pat Dunleavy, who travelled at 48 hours notice and set a lifetime best, and veteran Cdr. John Lane, the team leader, who made his debut at the distance and recorded a commendable time of 3 hrs. 28 min. 48 sec.

Royal Navy results were: 7, Capt. Barry Heath (2:19:35); 30, CPOPT Keith Cawley (2:29:01); 76, POAF Jim Loveday (2:36:13); 78, Cpl Neil Bowman (2:36:32); 89, PMT John Stephens (2:37:50); 119, CREL(A) Eddie French (2:40:24); 154, Lieut. Alvin Rich (2:42:20); 176, Major Mike Jenkins (2:43:46); 189, PMT Pat Dunleavy (2:44:32); 212, Cdr. John McDonough (2:45:20); Cdr. John Lane (3:28:48).

HOCKEY

Despite the score, Osprey's goalkeeper, PO Tony Bond, had an excellent game and made several fine saves. Also outstanding for the losers was Mel Boyle at right half.

Pick of the Nelson side were Pimblett in defence and Drury in attack. Baxter, dropping back from the forwards to play at centre half, also had a good game, as he did in the semi-final against the 1978 champions, H.M.S. Neptune.

Nelson won that match by the same margin as the final. Earlier in the competition they had defeated H.M.S. Excellent, H.M.S. Pembroke and H.M.S. Warrior.

Osprey reached the final at the expense of C.T.C.R.M. Lymington in their semi-final.

INTER-COMMANDS

The Royal Marines won the Inter-Command hockey tournament at Devonport and so qualified to represent the Royal Navy in the next Inter-Service round of the Rank Xerox National Club Championships.

Their interest in that prestigious competition did not last long, however, because they lost both their next round matches against R.A.F. Support Command and the Royal Army Pay Corps. The Pay Corps go on to the next round.

The Royals won four of their five matches at the Inter-Commands, and were held to a 1-1 draw by Portsmouth, who finished second. Midway were third and Plymouth, last year's champions, fourth. Scotland and Naval Air Command filled the last two places.

FISLEIGH'S FINAL!

Two more competitions were decided in Plymouth during the run-up to Christmas. 42 Commando won the Argyll Bowl, defeating 41 Commando in the final, and the Combined Raleigh / Figgard side narrowly accounted for H.M.S. Excellent in the R.N.R.U. Knock-out Cup final, writes Mike Vernon.

The knock-out final was played under lights at the Rectory and the contestants are to be congratulated on producing an exciting and entertaining game, played in a most sporting spirit and sensibly refereed by Staff Sergeant Fray of the Army. R.U. The ground was soggy in the extreme, but, despite this, a strong wind and intermittent drizzle, both sides made a genuine attempt to play rugby and, if never entirely overcoming the conditions, gave much pleasure to the onlookers.

The tackling was universally good and, although Excellent mounted strong pressure

either side of half-time and had more scoring chances than their opponents, Williamson's eighth minute penalty goal for Fisleigh proved the decisive and only score.

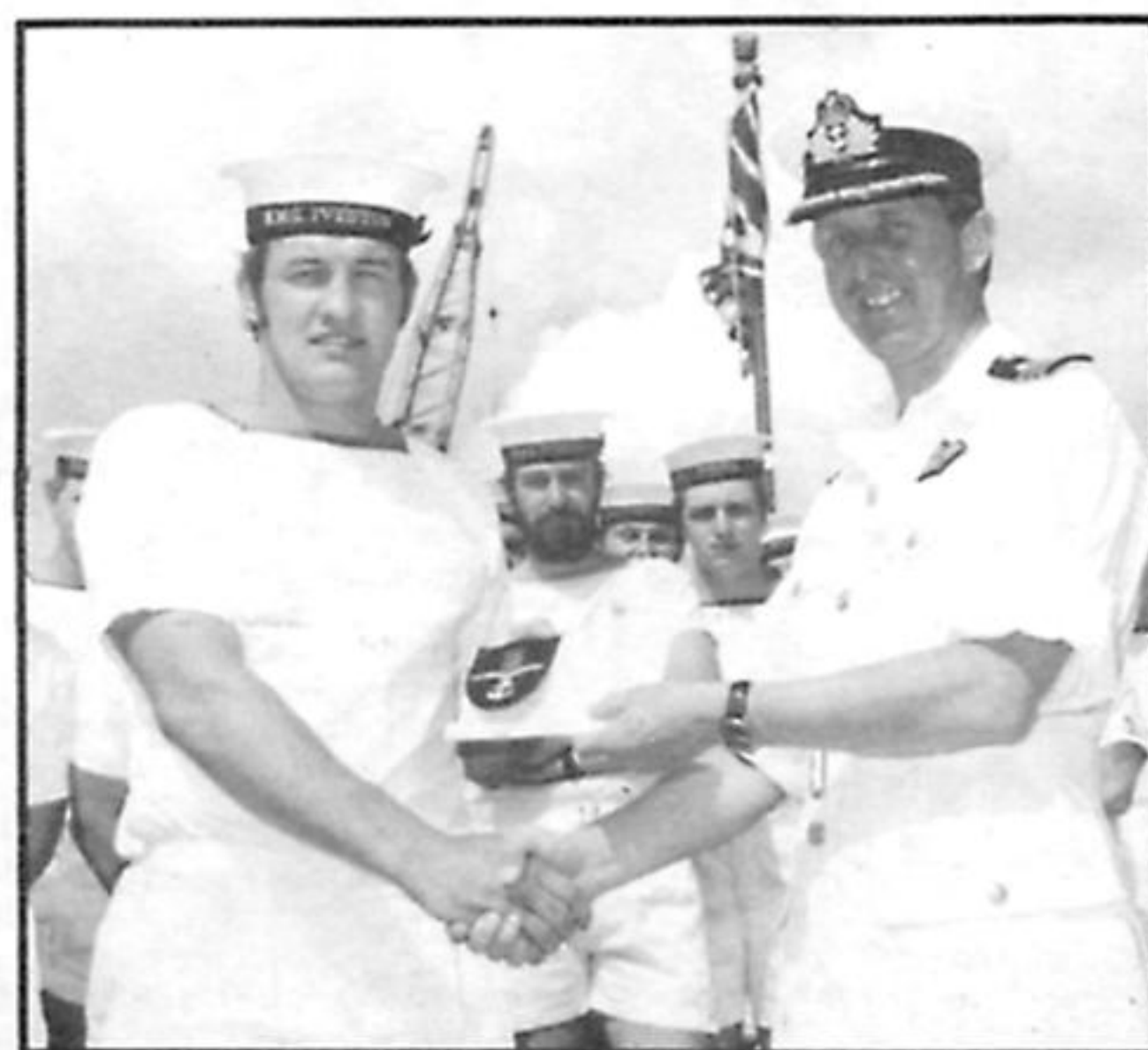
Fisleigh appeared marginally the fitter side

RUGBY

and their cover defence proved impenetrable. On a dry day the Excellent backs might have been more successful.

It was a pity there had to be a winner, but on the night Fisleigh just had the edge and were firmly encamped in Excellent's 22 at the end.

In a match which featured 17 PTIs on the park, and one on the replacements' bench, the only sour note was struck for me by some uniformed supporters from Raleigh who brought little credit on themselves or their



White boxing gloves were not in the tropical uniform issue for LS Tommy Taylor when he received his Combined Services Boxing Colours from Cdr. Terry Taylor, Senior Officer Second MCM Squadron, on board H.M.S. Iveston at Ponta Delgada. LS Taylor, who has represented England five times in the ring, is one of Britain's top light heavyweights.



Everybody in... Raw action from a thrilling but often violent Navy Cup semi-final between H.M.S. Heron (dark hoops) and a combined H.M.S. Figgard-H.M.S. Raleigh team at Plymouth. Fisleigh won by ten points to six. Though fast and open, the game was marred by a spate of punching, raking in the rucks, and high stiff arm tackles. This largely unpenalised mayhem was the prime factor in the loss for Heron of their scrum half and fly half.

Pictures: PO(Phot) Stuart Wood

SPORT

BOXERS GIVE U.S. MARINES HARD FIGHT

As Navy News was going to press, the Royal Navy's boxers were settling the little matter of who will carry the colours on the 1980 quest for A.B.A. glory.

First step on the trail was the Navy championships in H.M.S. Nelson on December 19 and 20. Results there were also sure to influence selections for the Navy's New Year bid to win a record third consecutive Services team championship.

The Navy's top men returned beaten but unscathed from their first team match against the U.S. Marine Corps at Camp Le Jeune, North Carolina. Far from being overwhelmed, however, the Royal Navy went down by four bouts to seven, and with a little more luck might have got closer than that.

A HAMMERING

AB Cliff Storey shook the confident Americans by winning his opening flyweight bout after taking a hammering in the second round. AB Monty Jacobs, POPT Vic Christopher and LPT Gordon McBride were all stopped by body-punching opponents, and AB Wayne Green lost an extremely tight points decision to a man rated as America's hardest hitting amateur light welterweight.

BOXING

MNE Terry Marsh won convincingly on points, as did NAM Steve Willis against another highly rated American. RO1 Mervyn Lescott was stopped in the first, MNE Alan Price earned warm applause for going down with all guns blazing, and LSA Roy Greenacre was lucky to win when his opponent was disqualified.

SPLIT DECISION

LS Tom Taylor lost a split decision to Pan American Games representative Rufus Hadley, but coach CPO Tony Oxley thought Taylor had done more than enough to win.

CPO Oxley agreed to the American Marines boxing in headguards to meet regulations, but admitted later that it had given them an unexpected advantage.

Again and again during the match their boxers walked through good head punches to get close for their devastating attacks to the body.

LONDON FARCE

MNE Kevin O'Reilly, a former schools and A.B.A. junior champion, was one of two Navy winners in a farcical 4-2 defeat against London North East. O'Reilly, a lightweight southpaw reminiscent of Paul Kelly, will be waiting until next year to make his senior A.B.A. debut.

Other winner on the London bill, in which only six of 15 Navy boxers were matched, was in-form featherweight AB Micky Norford. This was his tenth successive victory.

SEMI-FINALIST

Good news for Navy boxing is the arrival of 1979 A.B.A. middleweight semi-finalist Brian Schumacher, the North-Western Counties champion.

He joined the Navy in December as a Seaman, and was set for an intriguing encounter on December 20 with reigning champion Steve Willis.

TABLE TENNIS

Judy's title

LWren Judy Langridge (H.M.S. Cochrane) beat Wren Jan Turlay (H.M.S. Heron) in the final of the R.N. Women's individual table tennis championship held in H.M.S. Nelson.

The two singles finalists then combined their talents to win the doubles final against Wren G. Kennard (R.M. Deal) and Wren Di Coombes (H.M.S. Daedalus).

The Inter-Group tournament was won by Air and Scotland, with Portsmouth second and R.M., Plymouth and Medway third.

BADMINTON

Portsmouth won the R.N. women's Inter-Group badminton title at the championships staged in H.M.S. Sultan. Air and Scotland were second, and R.M., Plymouth and Medway third.

Top sportsman

CPO Peter Harrison has been voted H.M.S. Vernon's Sportsman of the Year for his all-round ability and enthusiasm for all sports.

THANKS FROM MRS. THATCHER

In a message wishing members of the Services a good New Year, Prime Minister Mrs. Margaret Thatcher said:

Many of you will be away from home, serving with NATO, in Northern Ireland, Belize, Cyprus, Gibraltar, Hong Kong or one of the

many other places where British Servicemen and women are stationed.

I should like you to know how very much we value everything you do to defend the British way of life, and British interests everywhere. I know that you carry out your tasks with

devotion, dedication and good humour, and that you face many risks on our behalf.

Your work will continue to receive our full support and appreciation. I realize how much you rely on the help and understanding of your families.

Shorter career terms offered

A new Short Career Commission for Seaman officers is being introduced. Recruiting has already started for the new 3½-year commission, and first entrants are due to begin training at B.R.N.C. Dartmouth at the end of April.

Announcing the scheme in answer to a Commons question, the Navy Minister, Mr. Keith Speed, said the commission aimed to strike a reasonable balance between obtaining an adequate return on training and being sufficiently attractive to young men who nowadays generally wanted to try a number of jobs before selecting a career.

"A 3½-year commission will enable them to try the Royal Navy where previously they found the commissions offered too long. Nevertheless, it is hoped that many of the additional young men attracted into the Royal Navy by the scheme will, after directly experiencing naval life, choose to extend their period of service."

Signal advance

A modernisation programme on the U.K. national VLF transmitters at Rugby (GBR) and Crippon (GBZ), used to transmit signals to R.N. ships is now under way.

This is expected to lead to a new modulation system contributing to improved communications for the Royal Navy. Some form of what is known as minimum shift keying is envisaged.

Introduction of the new modulation techniques is unlikely before the end of 1983. At present no changes are planned to the time signals transmitted from Rugby and Crippon.



BULWARK FANFARE

Embarked in H.M.S. Bulwark for passage between Gibraltar and Cyprus was the Band of the 4/7 Royal Dragoon Guards. Taking time off from their many engagements during the voyage, several members of the band posed for this picture, which is to be used as front cover of their new LP.

Entitled "Bulwark Fanfare," the picture was entered in the Navy's Peregrine Trophy contest by LA(Phot) Michael Beard.

Portsmouth Dockyard IS needed

Commenting on speculation that Portsmouth dockyard might close, the First Sea Lord (Admiral Sir Henry Leach) said he thought it inconceivable that closure should even be seriously contemplated.

Following a tour of the Portsmouth yard, he was speaking about the speculation arising over the study of Royal dockyards now taking place.

Admiral Leach said he could not and would not wish to pre-judge even the recommendations of the study, let alone what action would be taken on them. But he wished to make it clear that, like other members in Royal Dockyards, those in Portsmouth were an integral part of the Navy, "that they are very important and that I need them — and I need them in full strength in all the relevant trades."

Dedicated team

"Without them, I cannot see how a fleet of anything like the present or required shape and size required by this country and NATO can be supplied in the future. So talk of closure makes no sense to me if you view it in that light."

"As to talk of some alternative — and patently this could only be a commercial arrangement — I am at a loss to see what the reasoning might be to suppose that this would be a better arrangement."

Admiral Leach said that at the yard he had found, as he had expected, an experienced, skilled, loyal, dedicated team of people who were only too proud of their association with the Royal Navy and who wished to continue to play their part in naval affairs.

Too many leaving

"But they have to varying extents problems over earning their living — getting what they'd judge to be a due reward for their service."

"This spirit, goodwill and loyalty, is something that over the years we have come to take for granted. It exists as much today as ever. Maybe more. But people are leaving, and leaving too fast for the good of the future of the Navy."

● In his Christmas and New Year message to the Portsmouth yard, the Port Admiral, Rear-Admiral Paul Bass, said the over-riding priority in 1980 must be to reverse the decline in the size of the workforce, which was having such a "devastating" effect on the programme of ship work.

KNOCK-OUT BLOW FOR MINERVA

Damage caused when a tall dockside crane crashed down on H.M.S. Minerva in a Force 10 gale is expected to take three months to repair, affecting the frigate's immediate programme.

The frigate was alongside at Devonport Dockyard's north end when, in a violent storm in the early hours of Friday, December 15, the 200ft. crane toppled.

As the pillar fell along the wharf, the jib crashed down over the Minerva and H.M.S. Ambuscade which was lying alongside. It wrecked the Minerva's starboard Seacat missile launcher, badly buckled the roof of the helicopter hangar and destroyed a number of aerials.

The quartermaster, A.B. Dave Worrell (19), who had been in the hangar, escaped uninjured.

Cut free

As the crane swayed and crashed the end of the jib fell on the Ambuscade, damaging a boat and its davit.

Work continued urgently throughout the week-end in rough weather to cut the ships free from the tangled remains of the crane. The Ambuscade was released first but work on the Minerva took longer before she was freed, leaving part of the crane on board.

Work on moving this continued during the week before Christmas.

The Minerva's immediate programme was to have included training for PWOs and weapons training. The Ambuscade's programme was not affected by the incident.

Rescues

Helicopters from R.N. air station Culdrose were involved in rescues from ships during the same stormy week-end.

A Wessex 5 of 771 Squadron lifted four of the 11 crew members of the Greek freighter Skopelos Sky, in trouble off Trevose head and which eventually went aground. The Wessex spent a total of 7½ hours airborne.

Next day a Sea King of 706 Squadron lifted the three crew members of the 300-ton coaster Hehe-P which went aground off Prawle Point. They were taken to the sick bay at Culdrose and treated for hypothermia.

During the same week-end two hangars at Culdrose lost their roofs, causing some damage to helicopters.



Picture: CPO(Phot) Les Warr.

ON A SPREE IN NAPOLI

Let's hope they found some bargains. Seen shopping in Christmas Alley, a favourite place for festive decorations in Naples, are the wives of four senior ratings serving with NATO there. They are: Mrs. Cynthia Warr, Mrs. Pauline Peel, Mrs. Morag Whaley and Mrs. Robin McNutt.

FRENCH TRIBUTE TO FASTNET HELO MEN

A banquet was given in the magnificent setting of the French National Maritime Museum by the Yacht Club of France in honour of the officers and men of the Royal Navy helicopters who rescued 75 yachtsmen, many of them French, in the Fastnet Race disaster.

● The recently-published report on the Fastnet Race in which 15 lives were lost, recommends changes in ocean racing yacht design and greater use of radio transmitters to pinpoint positions.